

PALESTINE RAILWAYS & OPERATED LINES



26
33

REPORT OF THE GENERAL MANAGER ON THE ADMINISTRATION OF THE RAILWAYS For the year ended 31st March, 1934

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GENERAL MANAGER'S OFFICE,

HAIFA,

9th June, 1934.

THE CHIEF SECRETARY TO THE GOVERNMENT,
JERUSALEM.

SIR,

I have the honour to report upon the working of the Railways Department for the financial year ending 31st March, 1934.

2. I give below, as usual, a brief description of the system operated by the Palestine Railways Administration :—

(a) IN PALESTINE.

	Standard gauge (4' 8½")	105 cm. gauge (Hijaz Railway)	Description of system.
	KILOMETRES (excluding sidings)		
Rafah-Haifa	226	—	
Jaffa-Jerusalem	87	—	
Haifa-Samakh	—	88	
Haifa (junction at kilo. 2)-Acre	—	18	
Nablus-Tulkarm*	—	38	
	313	144	

Note.—The difference between the 226 kilometres shown above and the 238 kilometres shown in my last report as the distance between Rafah and Haifa is due to the transfer of the Petah Tiqva, Beit Nabala and Sarafand lines to the list of sidings on page 28.

(b) IN SINAI.

	Standard gauge (4' 8½")	105 cm. gauge (Hijaz Railway)
	KILOMETRES (excluding sidings)	
El Kantara (Suez Canal)-Rafah	203	—

(c) IN TRANS-JORDAN.

Nassib-Amman-Maan† ..	—	323
Total length of system (exclusive of sidings) ..	516	467

* The section of the Hijaz Railway from Affula, on the Haifa-Samakh line, to El Mas'udiya near Nablus, a length of 60 kilometres, was closed in 1932 as a measure of economy and owing to the lack of traffic, but the line has not yet been removed.

† The connecting link between Samakh in Palestine and Nassib in Trans-Jordan runs through Syria as part of the line from Haifa to Damascus and from Damascus to the Hijaz, and is administered and operated by the Syrian Authorities. The Trans-Jordan line formerly continued southwards from Maan to Mudawara (113 kilometres beyond Maan) on the border of Trans-Jordan and the Hijaz and thence to Medina, but this section of the line has not been reconditioned since the damage done during, and in disturbances and by thefts after, the War and is not in use.

3. Any reference in this report to the Palestine Railway is intended to mean the 4' 8½" standard gauge railway in Palestine and owned by the Government of Palestine. A reference to the Palestine Railways (in the plural) or the Palestine Railways and Operated Lines will include all three railways, and in any mention of the El Kantara-Rafah (Sinai) or Hijaz Railways those titles will be used, although it may sometimes be necessary to refer to the "Hijaz Railway in Palestine" or the "Hijaz Railway in Trans-Jordan."

References
in this
report to
the three
railways.

**Petah Tiqva
Railway.**

4. In addition to the three railways referred to above there is a small branch line of eight kilometres taking off the Palestine Railway main line at Ras el Ein, near Lydda, and serving the settlement of Petah Tiqva and known as the "Petah Tiqva Railway." It is really only a siding and is operated as a siding, but it is at present referred to separately in the accounts because it is owned partly by the Palestine Railway and partly by the residents of Petah Tiqva, who contributed towards the cost of construction.

**Interest.
charges.**

5. No interest or sinking fund charges are payable by the El Kantara-Rafah Railway or Hijaz Railway, but the Palestine Railway (i.e., the standard gauge line in Palestine) paid £P.156,458 in respect of debt and sinking fund charges in 1933/34.

**Renewals
Funds.**

6. There has for some years been a special fund to meet renewals and other extraordinary expenditure on the El Kantara-Rafah Railway. A renewals fund was instituted for the Palestine Railway in the year 1932-33, the contribution being £P.40,000 a year. There is no Renewals Fund for the Hijaz Railway.

**Financial
and
Statistical
Statements.**

7. I include at the end of this report a number of financial and statistical statements to some of which I shall refer later in more detail when necessary. Summaries of the principal results for the three railways are given in the following statements:—

Palestine Railway	Pages 41-42
El Kantara-Rafah Railway ..	Pages 67-68
Hijaz Railway	Pages 84-85

**Capital cost
of the
Palestine
Railway.**

8. The capital cost of the Palestine Railway to the end of March, 1934, was £P.3,064,151 :—

FROM PALESTINE LOAN.				£P.
(i) Purchase of the Military Railway from His Majesty's Government (Wickham Valuation)	..	..	..	840,647
(ii) Other expenditure	..	..	..	1,638,645
BY PALESTINE GOVERNMENT.				
(iii) Expenditure from railway revenue	..	..	..	584,859
				<u>3,064,151</u>

	(a) As taken over from the Army.	(b) Other expenditure from Loan Funds.	(c) From Revenue.	Total.
	£P.	£P.	£P.	£P.
Palestine Railway ..	831,758	1,581,572	566,443	2,979,773
Petah Tiqva Railway ..	—	54,532	—	54,532
El Kantara-Rafah Railway ..	—	2,541	18,416	20,957
Hijaz Railway	8,889	—	—	8,889
Total capital expenditure	840,647	1,638,645	584,859	3,064,151
Unspent balance of loan at 31st March, 1934 ..	—	1,355	—	1,355
	840,647	1,640,000	584,859	3,065,506

9. A sum of £P.9,227 is included in (b) Palestine Railway, representing expenditure during the year on the new Locomotive Workshops at Haifa, and (c) Palestine Railway, includes £P.4,377 spent during the year on works of an extraordinary nature and of which details appear in the statement on page 57.

10. The following table gives a comparison of the receipts and working expenses of each railway for 1933/34 compared with 1932-33 :—

	Receipts.	Ordinary Working Expenditure.	Net Receipts.	% of Expenditure to Receipts.	% on Capital including Capital Expenditure from Revenue.
	£P.	£P.	£P.	%	%
Palestine Railway					
1933-34	431,706	246,531	185,175	57	6
1932-33	353,401	249,825	103,576	71	3
El Kantara-Rafah Railway.					
1933-34	106,808	89,893	16,915	84	2
1932-33	104,068	90,899	13,169	87	2
Hijaz Railway.					
1933-34	98,445	90,329	8,116	92	Capital cost not known.
1932-33	97,242	84,340	12,902	87	
Petah Tiqva Railway.					
1933-34	2,547	840	1,707	33	3
1932-33	1,440	840	600	58	1

11. Separate accounts are maintained for the three railways, entailing considerable work.

Method of division of accounts between the three Railways.

Until the year under review the working expenses of the three Railways were divided by direct allocation in the case of maintenance of way and works and in other cases on the basis of engine, train, vehicle kilometrage, and coal consumption.

As foreseen in my last report, a new method was introduced at the beginning of the year 1933-34 under which the expenditure was charged direct to the Railway concerned in all cases where possible. In the cases where the expenditure was common to all sections or where it was not possible to ascertain the direct share of each railway, fixed percentages of division between the Railways were introduced.

The new method is an improvement on the old system but, as I am afraid must be the case with any system of division of expenditure between the three Railways, it is still far from being perfect.

PALESTINE RAILWAY.

12. The working expenses of the Palestine Railway do not include debt charges, extraordinary expenditure (Abstract 'F') from revenue or expenditure from the Renewals Fund, but they include

Explanation of working expenses.

the sum of £P.1,024 in respect of an adjustment from previous years for the transfer of old firewood sleepers from the El Kantara-Rafah Railway.

Satisfactory
financial
results.

13. The financial results for the year showed a great improvement on recent years. Whereas the total ordinary working expenses (including the adjustment referred to in the previous paragraph) were £P.3,294 less than those of the previous year, the revenue increased by no less than £P.78,305 or 22%. The position with regard to the transport of general merchandise and of actual revenue to Government was really more satisfactory than even these figures indicate, because the revenue in 1933/34 only included £P.4,223 for the carriage of stone and other traffic for the construction of the new harbour at Haifa by a Government Department, whereas the figures for the previous year included a revenue of £P.21,174 from this source and in 1931-32 £P.40,022. The construction of the harbour was completed in the financial year 1933/34.

14. Operating expenses increased with the increased traffic and train kilometrage and the reduction in total working expenditure was effected by economies in other directions, principally in the Engineering Branch.

Figures of
traffic for
Haifa
Harbour
construction
shown
separately.

15. Whenever they occur in this report, I have endeavoured to show the figures connected with traffic for the Haifa Harbour construction separately, as otherwise they tend to conceal the real position and are likely to vitiate comparisons during a number of years. The traffic was for the most part stone in very large quantities at low rates from the quarries at Atlit, a distance of 15.3 kilometres only. The Railway lent the Harbour Works Construction Department (a Department of Government) a number of wagons and the haulage of the traffic was little more than a long and regular "shunt," so that after the initial expense the traffic was transported at very much less trouble and expense than ordinary merchandise.

Sources of
increase in
revenue.

16. The increase in revenue of £P.78,305 in 1933-34 was derived from the following general sources :—

	£P.	
Passenger traffic	26,787	an increase of 7.5%
Goods traffic	43,330	" " " 12.1%
Miscellaneous	8,188	" " " 2.4%
	<u>78,305</u>	<u>22.0%</u>

Net deficit
after taking
all expenses
into account.

17. As will be seen, the revenue exceeded the ordinary working expenditure by £P.185,175, but after taking into account the expenditure of £P.4,377 on extraordinary works, the contribution of £P.40,000 to the Renewals Fund and the payment of £P.156,458 in respect of debt charges and sinking fund, there was a deficit of £P.15,660 only, as compared with £P.116,673 in the previous year. It was unfortunate that although the debt remained the same the sinking fund charges were raised by £P.3,496 over previous years.

Incidence of
debt and
sinking fund
charges.

18. The debt and sinking fund charges represented rather more than 38% of the working expenditure (including these charges but excluding renewals and extraordinary works) and 39% of the traffic receipts, i.e., excluding miscellaneous revenue.

19. The following table gives a comparison of the revenue of the Palestine Railway with previous years since 1924-25 when the figures were first separated from those of the Hijaz Railway :—

Comparison
of revenue
with previous
years.

Year.	Revenue.
	£P.
1924-25	346,145
1925-26	431,148
1926-27	387,448
*(1927. 9 months. 288,625)	
1928	405,527
1929	398,081
1930	385,724
1931	350,926
*(1932. 3 months. 93,585)	
1932-33	353,401
1933-34	431,706

* These short periods were due to the change from financial year to calendar year and *vice versa*.

20. As the result of the greatly increased traffic there was an increase in expenditure in the Running Section, including an excess of £P.7,387 for coal over the previous year.

Increase in
expenditure
in Running
Section.

21. There is also an increase of £P.3,779 in transportation expenses in addition to that mentioned in paragraph 20 and which was principally due to engagement of additional staff and purchase of tarpaulins and ropes to meet the increased traffic.

22. In addition to the increase in Sinking Fund charges referred to in paragraph 17, a payment of £P.4,000 was made by the Palestine Railway to His Majesty's Government as rent for the El-Kantara-Rafah Railway instead of a moiety of receipts as in previous years. The £P.4,000 appeared, therefore, as definite expenditure in this year for the first time.

Payment of
rent for the
El Kantara-
Rafah
Railway.

EL KANTARA-RAFAH RAILWAY.

23. Although this railway is owned by His Majesty's Government (while being operated by the Palestine Railway Administration), the Palestine Railway holds a financial interest to the extent of any capital improvements or work carried out from Palestine funds and not from the special fund or from the ordinary maintenance votes. In the year 1933-34 no expenditure of this kind was incurred and the total financial interest of the Palestine Railway in the El Kantara-Rafah Railway remained at £P.20,957.

Financial
interest of
the Palestine
Railway in
the El
Kantara-
Rafah
Railway.

24. The total expenditure was reduced by £P.1,006 and the total receipts increased by £P.2,740. There were increases in first and second-class tourist traffic and also in ordinary second-class passengers and decreases in third-class passengers and goods traffic.

Reduction
in total
expenditure.

25. The working surplus for the year was £P.16,915, of which £P.8,457 was credited to the Special Fund for renewals and extraordinary works referred to in paragraph 26, and the balance was credited to Palestine Railway revenue.

Working
surplus.

**Expenditure
from Special
Fund.**

26. The expenditure from this Fund during the year was £P.11,021 for a new station building at Rafah, the elimination of curves on the desert, and the renewal of the water-supply system at El Kantara. The balance in the Fund on March 31st, 1934, was £P.68,205.

HIJAZ RAILWAY.

Revenue.

27. There was little change in revenue compared with the previous year. The receipts from material for the construction of the Iraq Petroleum Company's pipe line decreased by £P.2,264 and, as there was an increase in total revenue of £P.1,203, the revenue from general traffic improved to the extent of £P.3,467.

**Increase in
ordinary
working
expenditure.**

28. The increase of £P.5,989 in working expenditure is misleading, as it was mainly due not to an increase in actual expenditure but to the new system of division between the three railways.

**Inclusion of
old
adjustments
in working
expenditure.**

29. The expenditure for the year included a sum of £P.2,734 for the re-laying of the Acre line and repairs and additions to water services carried out by the Army during the military control of the line which terminated in 1920, but the payments were only made in 1933-34.

**Decrease in
extra-
ordinary
expenditure.**

30. The extraordinary expenditure under Abstract 'F' amounted only to £P.3,128 (including the amount referred to in the previous paragraph), as compared with £P.16,313 in the previous year. The latter figure also included the settlement of long outstanding accounts.

**Total
deficit on
the Hijaz
Railway now
shown in the
railway
accounts.**

31. Hitherto the accumulated deficit on this Railway had been treated as an advance by the Palestine Railway. In 1933-34 the amount is shown as a debit against the Hijaz Railway and the sum of £P.43,599 on this account appears, therefore, in the figures in this report.

PETAH TIQVA RAILWAY.

32. The working results of this small branch line were as follows:—

	Receipts.	Expenses (Flat Rate).	Net Receipts.
	£P.	£P.	£P.
1933-34 ..	2,547	840	1,707
1932-33 ..	1,440	840	600

The increase of revenue was due to a larger traffic of oranges and to heavier quantities of manure and building materials.

33. The following are summaries of the sources of revenue on the three railways. Greater detail is given on pages 47, 72, and 88.

Sources of
Revenue.

PALESTINE RAILWAY.
REVENUE STATEMENT.

	Numbers.			Amount.		
	1933-34.	1932-33.	Increase or Decrease	1933-34.	1932-33.	Increase or Decrease
ORDINARY PASSENGER TRAFFIC.				£P.	£P.	£P.
1st class	11,415	7,997	3,418	8,983	6,475	2,508
2nd class	36,347	29,036	7,311	16,797	14,537	2,260
3rd class	815,643	583,285	232,358	82,001	62,996	19,005
TOURIST TRAFFIC.						
1st class	8,810	7,600	1,210	10,259	9,801	458
2nd class	11,697	9,640	2,057	8,875	7,545	1,330
3rd class	5,132	5,202	70	1,486	2,019	533
SEASON TICKET JOURNEYS.						
All classes	17,040	73,669	56,629	331	740	409
Total Passengers	906,084	716,429	189,655	128,732	104,113	24,619
Baggage, Perishables, etc. ..	—	—	—	10,748	8,872	1,876
Mails	—	—	—	8,462	8,463	1
Other Traffic by Passenger Trains	—	—	—	2,766	2,473	293
Total Passenger Train Traffic	906,084	716,429	189,655	150,708	123,921	26,787
Merchandise	630,975	449,727	181,248	231,520	173,866	57,654
Harbour Traffic	67,422	373,627	306,205	4,223	21,174	16,951
	698,397	823,354	124,957			
Live Stock	101,470	48,501	52,969	6,053	3,426	2,627
Total Goods Train Traffic ..	—	—	—	241,796	198,466	43,330
Total Traffic Receipts ..	—	—	—	392,504	322,387	70,117
Miscellaneous Receipts ..	—	—	—	39,202	31,014	8,188
TOTAL REVENUE ..	—	—	—	431,706	353,401	78,305

EL KANTARA-RAFAH-RAILWAY.
REVENUE STATEMENT.

	Numbers.			Amount.		
	1933-34.	1932-33.	Increase or Decrease	1933-34.	1932-33.	Increase or Decrease
ORDINARY PASSENGER TRAFFIC.				£P.	£P.	£P.
1st class	4,569	3,297	1,272	7,152	7,244	92
2nd class	8,867	6,194	2,673	9,715	8,534	1,181
3rd class	37,857	36,405	1,452	17,613	19,119	1,506
TOURIST TRAFFIC.						
1st class	7,380	5,768	1,612	12,045	9,961	2,084
2nd class	10,332	8,490	1,842	9,970	8,282	1,688
3rd class	5,008	4,970	38	1,819	2,283	464
SEASON TICKET JOURNEYS.						
All classes	—	—	—	16	3	19
Total Passengers	74,013	65,124	8,889	58,298	55,426	2,872
Baggage, Perishables, etc. ..	—	—	—	6,361	5,748	613
Mails	—	—	—	6,923	6,923	—
Other Traffic by Passenger Trains	—	—	—	737	569	168
Total Passenger Train Traffic	74,013	65,124	8,889	72,319	68,666	3,653
Merchandise	77,107	72,010	5,097	32,329	33,654	1,325
Live Stock	899	459	440	216	261	45
Total Goods Train Traffic ..	—	—	—	32,545	33,915	1,370
Total Traffic Receipts ..	—	—	—	104,864	102,581	2,283
Miscellaneous Receipts ..	—	—	—	1,944	1,487	457
TOTAL REVENUE ..	—	—	—	106,808	104,068	2,740

HIJAZ RAILWAY.

REVENUE STATEMENT.

	NUMBERS.			Amount.		
	1933-34.	1932-33.	Increase or Decrease	1933-34.	1932-33.	Increase or Decrease
ORDINARY PASSENGER TRAFFIC.				£P.	£P.	£P.
1st class	1,649	1,449	200	503	582	79
2nd class	11,481	13,269	1,788	1,524	2,050	526
3rd class	534,360	433,930	100,430	17,797	16,892	905
TOURIST TRAFFIC.						
1st class	9	9	—	5	6	1
2nd class	8	17	9	3	9	6
3rd class	—	—	—	—	—	—
SEASON TICKET JOURNEYS All classes	153,542	64,737	88,805	879	556	323
Total Passengers	701,049	513,411	187,638	20,711	20,095	616
Baggage, Perishables, etc. ..	—	—	—	2,371	2,216	155
Mails	—	—	—	1,194	1,193	1
Other Traffic by Passenger Trains	—	—	—	886	949	63
Total Passenger Train Traffic	701,049	513,411	187,638	25,162	24,453	709
		TONS HAULED.				
Merchandise	190,884	182,650	8,234	64,954	64,793	161
Harbour Traffic	2,164	5,218	3,054	115	261	146
	193,048	187,868	5,180			
		NUMBERS.				
Live Stock	12,370	5,080	7,290	359	190	169
Total Goods Train Traffic ..	—	—	—	65,428	65,244	184
Total Traffic Receipts	—	—	—	90,590	89,697	893
Miscellaneous Receipts	—	—	—	7,855	7,545	310
TOTAL REVENUE	—	—	—	98,445	97,242	1,203

PETAH-TIQVA BRANCH RAILWAY.

REVENUE STATEMENT.

	Numbers.			Amount.		
	1933-34.	1932-33.	Increase or Decrease	1933-34.	1932-33.	Increase or Decrease
		TONS HAULED.		£P.	£P.	£P.
Merchandise	39,179	23,220	15,959	2,503	1,436	1,067
Total Goods Receipts	—	—	—	2,503	1,436	1,067
Miscellaneous Receipts	—	—	—	44	4	40
TOTAL REVENUE	—	—	—	2,547	1,440	1,107

SUMMARY OF ALL SECTIONS.
TOTAL TRAFFIC RECEIPTS.
REVENUE STATEMENT.

	NUMBERS.			Amount.		
	1933-34.	1932-33.	Increase or Decrease	1933-34.	1932-33.	Increase or Decrease
ORDINARY PASSENGER TRAFFIC.				£P.	£P.	£P.
1st class	13,120	11,006	2,114	16,638	14,302	2,336
2nd class	47,183	43,090	4,093	28,036	25,120	2,916
3rd class	1,354,423	1,020,396	334,027	117,411	99,007	18,404
TOURIST TRAFFIC.						
1st class	9,006	7,611	1,395	22,309	19,769	2,540
2nd class	11,504	9,783	1,721	18,848	15,835	3,013
3rd class	4,060	5,202	1,142	3,305	4,302	997
SEASON TICKET JOURNEYS.						
All classes	170,582	138,406	32,176	1,194	1,299	105
Total Passengers	1,609,878	1,235,494	374,384	207,741	179,634	28,107
Baggage, Perishables, etc. ..	—	—	—	19,480	16,836	2,644
Mails	—	—	—	16,579	16,579	—
Other Traffic by Passenger Trains	—	—	—	4,389	3,991	398
Total Passenger Train Traffic	1,609,878	1,235,494	374,384	248,189	217,040	31,149
	TONS HAULED.					
Merchandise	766,973	580,601	186,372	316,148	256,328	59,820
Haifa Harbour Traffic (approx.)	67,422	373,627	306,205	4,338	21,435	17,097
Iraq Petroleum Co., Traffic ..	31,527	35,337	3,810	15,156	17,420	2,264
(approx.)	865,922	989,565	123,643			
	NUMBERS.					
Live Stock	112,431	53,292	59,139	6,630	3,878	2,752
Total Goods Train Traffic ..	—	—	—	342,272	299,061	43,211
Total Traffic Receipts	—	—	—	590,461	516,101	74,360
Miscellaneous Receipts	—	—	—	49,045	40,050	8,995
TOTAL REVENUE	—	—	—	639,506	556,151	83,355

34. The increase of £P.8,188 in miscellaneous receipts on the Palestine Railway over the previous year was due principally to the absorption of the profits of the El Kantara-Rafah Railway into the receipts of the Palestine Railway in accordance with the new arrangement referred to in paragraph 25, page 9.

Mis-
cellaneous
Receipts.

There were increases of £P.457 on the El Kantara-Rafah Railway and £P.310 on the Hijaz Railway, the latter being due principally to the sale of land.

**ACTUAL RECEIPTS AND EXPENDITURE
COMPARED WITH ESTIMATES.**

PALESTINE RAILWAY.

35. The actual receipts (£P.431,706) exceeded the estimates (£P.320,000) by £P.111,706 or 35%. The increase was derived from all classes of revenue as follows :—

Revenue.

Coaching	£P. 26,708	8%
Goods	£P. 73,796	23%
Miscellaneous ..	£P. 11,202	4%
	<u>£P. 111,706</u>	<u>35%</u>

EL KANTARA-RAFAH RAILWAY.

36. The excess of revenue over the estimates was £P.3,319 in coaching and £P.3,544 in goods receipts.

HIJAZ RAILWAY.

37. The actual revenue was £P.10,355 below the estimates, which was due to the fact that the anticipated traffic for the construction of the Iraq Petroleum Company's pipe line from Iraq was over-estimated. This traffic was almost finished in the previous year—earlier than we had expected.

PALESTINE RAILWAY.

Expenditure.

38. The total expenditure exceeded the estimates by £P.9,652 principally owing to the great expense of dealing with the heavy increase in traffic and also to the payments of pensions and gratuities to staff retrenched during the year and the payment of rent to His Majesty's Government for the El Kantara-Rafah Railway. These payments were not foreseen when the estimates were prepared.

EL KANTARA-RAFAH RAILWAY.

39. The expenditure was £P.7,450 below the estimates.

HIJAZ RAILWAY.

40. The expenditure charged to the Hijaz Railway was £P.38,029 over the estimates, but this is misleading unless fully explained. There was a saving of £P.13,485 in actual working expenses and an overspending of £P.2,928 on extraordinary works, but the large aggregate excess was due, as explained in paragraph 31, to the inclusion for the first time, and outside the provision of the estimates, of the accumulated deficit for this Railway up to the end of March, 1933, and amounting to £P.48,587. This is clearly shown in Statement 9, page 128, of "Estimates compared with Actuals."

Inspection
of station
accounts.

41. Inspections of accounts by the staff of the Accounts Branch were carried out at forty-five stations during the year and in eighteen cases two inspections were made.

42. I have the following remarks to make on the figures shown in the revenue statement on page 13 referring to all sections of the Railways :—

PASSENGER TRAFFICReduction
in fares.

43. It is satisfactory to note that all classes of passenger traffic showed an increase in number and receipts, the large increase in numbers in the third-class being due principally to the following reason :—

In order to meet the growing road competition, varying reductions were made in the fares between the principal stations on the Palestine Railway. A reduction of 33½% was made in all fares on the Hijaz Railway, and small reductions in those on the El Kantara-Rafah Railway.

Beginning immediately upon the reduction of fares, there was a considerable increase in the number of passengers and also in the revenue on the Palestine Railway. There was an increase in passengers on the Hijaz Railway but a small decrease in revenue. This was due largely to the short-distance nature of the traffic and the fact that there is not in the area served by this Railway the same large population from which passengers could readily be obtained in numbers sufficiently large at least to balance the reduction in fares. The position will be carefully watched and adjustments will be recommended if, as the result of further experience, it is considered that the loss of revenue at the reduced fares is greater than it would be at higher fares.

44. The following statements show the number of passengers of all classes (but excluding season ticket holders) carried during the year on all sections as compared with the previous year:—

Number of passengers carried.

Class.	1933-34.		1932-33.	
	Passengers.		Passengers.	
1st	22,126		18,617	
2nd	58,687		52,873	
3rd	1,358,483		1,025,598	
	1,439,296		1,097,088	

45. The tourist traffic has by no means regained its importance of some years ago and is still disappointing, although the following statement shows a slight improvement in 1933-34 over the previous year:—

Tourist traffic.

Year.	Numbers.	£P.
1933-34	24,570	44,462
1932-33	22,596	39,906

46. The summary below gives the number of special trains run for tourists during the last two years and the number of passengers using, and the revenue derived from, these trains:—

Special tourist trains.

Year.	Number of Trains.	Number of Passengers.	£P.
1933-34 ..	18	2,869	3,866
1932-33 ..	13	2,263	3,102

47. The arrangements for the through service by rail from Egypt to Haifa and by road from Haifa to Syria continued during the year, and the statement below shows the number of passengers and revenue (rail portion only) in connection with the service during 1933-34 and the previous years.

Summer passenger traffic Egypt to the Lebanon via the Palestine Railway.

Class.	1933.		1932.		1931.	
	Number of Passengers.	Revenue. £P.	Number of Passengers.	Revenue. £P.	Number of Passengers.	Revenue. £P.
1st ..	414	1,078	570	1,467	718	1,889
2nd ..	3,554	5,358	3,685	5,567	3,881	5,864
3rd ..	2,011	1,441	2,674	1,968	2,633	1,942
Total ..	5,979	7,877	6,929	9,002	7,232	9,695

It will be seen that there was some falling off and this is attributed to greater competition by sea and, probably more largely, to the less satisfactory manner in which the road portion of the service was operated. Representations have been made to the responsible authorities and it is hoped there will be an improvement.

48. The decrease in the number of season ticket journeys on the Palestine Railway was due to the closing down of the stone quarries of the Harbour Construction Department at Atlit and the discharge of a large number of workmen who had travelled to and from their work with season tickets. The increase on the Hijaz Railway was due to the growing settlements on the Acre Bay.

Decreases and increases in season ticket journeys.

Excursion
traffic.

49. The usual excursions were run with the following results :—

1933-34.		1932-33.	
Number of Passengers.	Revenue. £P.	Number of Passengers.	Revenue. £P.
55,345	4,742	52,004	2,749
Increase: 3,341	1,993	—	—

In addition to the usual excursions cheap excursion tickets were issued in connection with certain events, and the passengers carried and the revenue derived from these tickets were as follows :—

Number of Passengers.	Revenue. £P.
12,126	1,225

Pilgrim
traffic.

50. The following comparative statement shows a considerable decrease in the number of pilgrims travelling on the Palestine Railway :—

	1933-34.		1932-33.	
	Number of Passengers.	Revenue. £P.	Number of Passengers.	Revenue £P.
Palestine Pilgrims ..	458	590	2,628	2,613
Iraqian Pilgrims ..	154	64	136	130
	612	654	2,764	2,743

The decrease was due to certain restrictions imposed by the Department of Health of Egypt and to the permission given for pilgrims to travel by sea from Haifa whereas previously they went by train to Suez.

Combined
rail and
road
services.

51. Road services in connection with the Railway service were instituted during the year between the station of Ras El Ein and the towns of Petah Tiqva, Tel Aviv, and Jaffa, and between Lydda station and Jerusalem. The road services are operated by contractors. The service from Ras El Ein has been very successful but the Lydda-Jerusalem service is capable of better organisation and operation.

MERCHANDISE AND LIVE STOCK.

Increases
in traffic.

52. There were the following increases in revenue on the Palestine and Hijaz Railways and a decrease on the El Kantara-Rafah Railway :—

Palestine Railway	Increase £P.	43,330
El Kantara-Rafah Railway ..	Decrease £P.	1,370
Hijaz Railway	Increase £P.	184
Petah Tiqva Railway	Increase £P.	1,067

These increases were in spite of a decrease of £P.17,097 from Harbour Works traffic, principally on the Palestine Railway, and £P.2,264 from Iraq Petroleum Company's traffic, all on the Hijaz Railway, as compared with the previous year. The increases from ordinary traffic in 1933-34 compared with 1932-33 were, therefore, as follows :—

Palestine Railway	Increase	£P. 60,281
El Kantara-Rafah Railway ..	Decrease	£P. 1,370
Hijaz Railway	Increase	£P. 2,594
Petah Tiqva Railway	Increase	£P. 1,067

There was an increase in revenue from goods traffic from Haifa station of £P.51,375 which was due to a larger traffic of cement from the Nesher Company's Factory and the increased traffic through the port.

53. The small decrease in revenue on the El Kantara-Rafah Railway was due principally to the fact that the oil traffic, some of which was, in the previous year, still coming by rail, practically ceased and is now coming by sea to Haifa, from where it is distributed by rail and road.

Decrease on
El Kantara-
Rafah
Railway.

54. Notwithstanding the decrease in the Iraq Petroleum Company's traffic, there was a small increase in revenue over the previous year principally owing to a heavier traffic of manure.

Increase on
Hijaz
Railway.

55. Pages 109 and 110 give a list of the live stock and principal commodities carried and the tonnage handled. These statements apply to all three railways and should be read in conjunction with the statements on pages 49, 74, and 90, which give the total tonnage dealt with at each station on the three railways.

Principal
commodities
carried.

56. The principal increases for the whole line were as follows :—

	Increases.	
	Tons.	£P.
CEREALS, INCLUDING BARLEY	17,147	3,194
Large quantities imported through Haifa owing to the poor local crops in Palestine and Trans-Jordan.		
STONE (not including Harbour Construction traffic) ..	31,831	3,661
Due principally to increased building activity.		
CEMENT do.	35,293	14,142
OTHER BUILDING MATERIALS do.	12,783	6,227
GROCERIES AND PROVISIONS	13,796	7,455
FLOUR	9,480	5,161
MANURE (principally organic manure for use in the orange groves)	3,118	4,235
CITRUS FRUIT	21,263	6,618
POTASH SALTS	2,090	351
Increased output at the Dead Sea.		
MISCELLANEOUS	29,090	11,886

Principal
increases.

57. There were decreases in the following traffics :—

Decreases.

	Tonnage.		
	1933-34.	1932-33.	Decrease.
Sand ..	6,282	19,149	12,867
Coal ..	38,988	43,006	4,018
Melons ..	11,295	13,835	2,540
Soap ..	1,305	2,458	1,153

The decrease in sand traffic was mainly due to the slackening of building activity in the Emek area and to road competition between Acre and Haifa, the former place being the principal point from which the sand is obtained.

The melon and soap traffics have been seriously affected by the high customs tariffs of Egypt.

The decrease in coal traffic was due to sea competition affecting imports via Egypt by rail.

Flat rate
between
Jaffa/Tel
Aviv and
Jerusalem.

58. As the following figures show, the traffic on the Jaffa-Jerusalem line, encouraged by the reduced rates, including a flat rate of 250 mils per ton on the majority of traffics (but excluding the large traffic in stone from Jerusalem), continued to be satisfactory :—

Year.	Jaffa-Tel Aviv-Jerusalem.	
	Tons.	Revenue.
1933-34	38,839	£P. 10,323
1932-33	36,923	9,677
1931-32	12,204	3,947

The total traffic on this line, including the stone traffic, which was carried at lower rates, is reflected in the figures shown below :—

Year.	Jaffa-Tel Aviv-Jerusalem.	
	Tons.	Revenue.
1933-34	55,051	£P. 12,143
1932-33	42,245	10,253
1931-32	12,567	4,029

Citrus
traffic
by rail for
export.

59. The following figures show a satisfactory increase in this important traffic by rail, particularly to Haifa :—

	Season 1933-34.	Season 1932-33.	Season 1931-32.
	Cases.	Cases.	Cases.
Via Haifa	1,985,791	1,417,673	795,589
Via Jaffa	95,849	87,114	150,293
Via El Kantara	205,502	220,741	183,123

The figures below show the number of wagons used for the transport of this traffic :—

	Season 1933-34.	Season 1932-33.	Increase or Decrease in 1933-34. No. of Wagons.
	Number of Wagons.	Number of Wagons.	
Via Haifa	6,600	5,461	1,139
Via Jaffa	434	489	55
Via El Kantara	753	798	45

The decrease in wagon loads via Jaffa against an increase in the number of cases was due to better loading of wagons. This better loading, which was principally made possible by improved ventilation, also reduced the number of wagons to Haifa which would otherwise have been used for the larger quantity.

60. As the present and potential traffic in potash from the Dead Sea, via Jerusalem, is of considerable interest to the Railway, I give the following figures :—

Potash and
Bromine.

POTASH TRAFFIC.

To	1933-34.		1932-33.	
	Tons.	£P.	Tons.	£P.
Haifa ..	4,100	1,036	942	236
Port Said ..	7,138	2,906	8,206	3,355
Total ..	11,238	3,942	9,148	3,591

BROMINE TRAFFIC.

In addition 479 tons of bromine, with a revenue of £P.195, were forwarded from Jerusalem to Port Said during the year.

61. The following figures of the cement traffic are of interest :—

Cement.

1933-34.		1932-33.		Increase in 1933-34.	
Tons.	Revenue.	Tons.	Revenue.	Tons.	Revenue.
141,607	£P. 57,290	108,553	£P. 42,811	33,054	£P. 14,479

Practically all this traffic was from the factory of the Nesher Company at Haifa.

62. The statement on page 13 shows an increase of 59,139 head and £P.2,752 in revenue. This satisfactory increase was due principally to the import of large numbers of cattle and goats via Haifa.

Live Stock
traffic.

63. The statements on pages 20 and 21 of wagon loading by commodities are of interest.

Wagon
loading by
commodities.

STATEMENT OF WAGON LOADINGS BY COMMODITIES (EXCLUDING TRANS-JORDAN).

Commodity.	1933-34					Total.	1932-33					Total.
	Local.		Foreign.		Local.		Foreign.					
	Standard gauge.	105 cm. gauge.	Standard gauge.	105 cm. gauge.	Standard gauge.		105 cm. gauge.	Standard gauge.	105 cm. gauge.			
Livestock	3,868	291	—	—	4,159	2,180	271	18	1	2,470		
Barley	536	91	—	—	627	340	62	—	—	402		
Cement—Nesher	10,096	2,811	—	51	12,958	8,469	1,826	—	55	10,350		
Cement—imported	406	64	—	5	475	289	22	—	6	317		
I.P.C. pipes	—	750	—	—	750	—	1,673	—	—	1,673		
Cereals	3,112	546	—	—	3,658	1,329	1,143	2	1	2,475		
Flour	894	337	—	—	1,231	853	56	—	—	909		
Bananas	—	—	—	—	—	—	—	—	—	—		
Grapes	—	1	54	—	55	—	2	117	—	119		
Hay and tibben	998	639	—	—	1,637	1,002	974	—	2	1,978		
Kerosene and other oils	4,825	1,277	—	—	6,102	3,278	613	1	1	3,893		
Building materials	1,756	202	—	4	1,962	1,066	233	—	4	1,303		
Lime	199	—	—	—	199	114	—	—	—	114		
Manure	2,355	1,665	—	—	4,020	2,627	125	—	—	2,752		
Mixed (various)	10,344	1,867	90	25	12,326	8,144	1,160	135	23	9,462		
Melons	964	26	13	132	1,135	1,200	28	6	219	1,453		
Oranges	7,034	27	753	—	7,814	5,964	33	806	—	6,803		
Provisions	1,069	1,302	56	119	2,546	665	1,020	47	82	1,814		
Potash	380	—	659	—	1,039	127	—	809	—	936		
Soap	5	—	42	90	137	26	3	43	133	205		
Salt	628	—	—	—	628	572	3	—	—	575		
Sand	119	278	—	—	397	490	1,013	—	—	1,503		
Stones	14,484	693	—	—	15,177	4,626	3,240	—	—	7,866		
Small goods	9,441	2,917	69	6	12,433	8,845	3,078	40	5	11,968		
Vehicles	120	28	31	—	179	33	12	36	—	81		
Wines	36	2	28	—	66	49	3	57	—	109		
Total	73,669	15,814	1,795	432	91,710	52,288	16,593	2,117	532	71,530		
Service	13,513	825	—	—	14,338	17,097	1,173	1	4	18,275		
Grand total	87,182	16,639	1,795	432	106,048	69,385	17,766	2,118	536	89,805		

N.B.—Harbour stone traffic, 6,577 trucks.

Harbour stone traffic, 46,360 trucks.

WAGON LOADING BY COMMODITIES.

HIJAZ RAILWAY (TRANS-JORDAN).

Commodities.	1933-34			1932-33		
	Number of trucks.			Number of trucks.		
	Local.	Foreign.	Total.	Local.	Foreign	Total.
Live stock	63	—	63	7	—	7
Cereals	185	14	199	77	—	77
Hay and tibben	20	—	20	15	—	15
Mixed	160	29	189	47	7	54
Wood	—	4	4	—	—	—
Provisions	67	—	67	44	—	44
Kerosene	77	—	77	76	—	76
Small goods	681	48	729	525	32	557
Vehicles	28	—	28	3	—	3
Service	1	—	1	16	—	16
Total	1,282	95	1,377	810	39	849

Claims.

64. Forty-five claims for lost or damaged goods, etc., were settled partially or in full at a total cost of £P179 against fifty-five claims and £P300.517 in the previous year.

Train services.

65. There was some delay in carrying the traffic offering in the busy season towards the end of the year, owing to the locomotive position and to the delays to wagons, to which I shall refer later.

In this connection it is as well to remark that the tonnage carried (exclusive of Harbour Works Construction traffic) increased by 182,562 tons from 615,938 tons in 1932-33 to 798,500 tons in 1933-34.

This increase necessitated the running of considerably more ordinary goods trains than in the previous year.

Vehicle kilometrage

66. Reference to the vehicle kilometrage statistics on pages 62, 80, and 104, will show an improvement in the percentage of empty to loaded running for goods vehicles on practically all sections.

Road competition and appointment of Road/Rail Co-ordination Committee.

67. Competition by road transport continued to be acute and had of necessity to be met by a number of reductions in railway rates where justified. These reductions, for the most part, had satisfactory results.

A Committee to co-ordinate road and rail transport was appointed by the Government in January, 1934 and is now examining the question.

Time-keeping of trains.

68. The time-keeping of trains, especially towards the end of the year, was unfortunately far from satisfactory. This was due to the condition of the locomotives, to which I shall refer in the next part of this report dealing with the Running Section.

Delays to wagons.

69. Serious delays occurred to wagons during the height of the orange season in February and March owing to the slow manner in which unloading was carried out in the port of Haifa. Large numbers of wagons were left under load every night for some weeks. This, of course, affected the supply of wagons for oranges at loading points and for other traffic and caused complaints, but, apart from delays in the actual running of trains owing to the locomotive position, the Railway did not admit responsibility for the apparent shortage of wagons. If the trucks had received the better turn-round which we expected there should have been little or no trouble.

Opening and closing of stations.

70. Nur Esh Shams and Missfak were closed as booking stations and Ein Harod and Shatta as block signal posts.

To serve the increased population of the settlements in the vicinity a new station was opened at Kiryat Haim at Kilo 5 on the Haifa-Acre Line in January, 1934.

Train kilometrage.

71. The train kilometrage run on the three railways during the year as compared with the previous year is shown in the statements on pages 62, 80, and 103.

72. (a) PALESTINE RAILWAY.

There was an increase in the train kilometrage of passenger trains owing to the running of additional special trains and to the conversion of mixed to passenger trains.

Goods train kilometrage increased considerably owing to the increased traffic. The larger traffic also accounted for the greater shunting kilometrage.

73. (b) EL KANTARA-RAFAH RAILWAY.

The very slight increase in passenger trains was due to special tourist trains, and the small increase in goods train kilometrage was caused by additional traffic.

74. (c) HIJAZ RAILWAY.

The train services on this Railway are composed of "mixed trains" carrying passengers and goods, "steam car" services for passengers only, and "goods trains" for merchandise, livestock, etc.

When trains scheduled as "mixed" are run without any goods vehicles the kilometrage is recorded under passenger trains. It is necessary, therefore, to consider the kilometrage in total.

ACCIDENTS.

75. The following is a summary of accidents, the figures for the previous year also being given :—

	1933-34	1932-33
Accidents to persons (fatal)	7 (8 fatalities)	14
Accidents to persons (non-fatal)	14 (15 persons)	10
Breakaways and runaways	16	12
Collisions	8	9
Derailements	121	97
Accidents at level crossings :—		
Fatal	3 (3 fatalities)	8
Non-fatal	10	2

The derailements were principally in shunting yards and the increase was due to the greater number of traffic movements required to deal with the increased traffic.

LOCOMOTIVE RUNNING SECTION.

76. The locomotives taken over from the Army after the war have always been more in number than actually required for traffic, but for some years many of them have not been in a very high state of efficiency for the following reasons :—

Locomotive
position.

As I have pointed out in previous reports, the water at Haifa is very bad for locomotive purposes and for this reason we have always had a large number of failures owing to leaky tubes and other boiler trouble.

Owing to the financial position of the Railway it has been necessary for a number of years to exercise strict economy in maintenance and while, largely by a process of patching, we have managed in the past from the large stock of engines to keep enough in sufficiently good repair for traffic requirements, the maintenance as a whole had fallen into arrears and we had no reserve of engines in good condition.

Moreover, the transfer of the locomotive shops to the new works took place shortly before the beginning of the year and, as we expected, some leeway was unavoidably lost during this period.

This was the position when we were required to take our share in the boom in trade and industry which began early in the year.

Our stock of engines in a fairly efficient condition and the state of efficiency of even those engines was not sufficient properly to meet the greatly increased demands, and the workshops were not able to overhaul and turn out engines quickly enough.

The locomotives frequently had to turn round without proper inspection and washout, and many engines had to run far beyond the time and kilometrage when they should really have been in shops for general overhaul. There was, in this year, no slack season during which running shed and light repairs could be carried out properly.

In these circumstances the insufficient maintenance in the past and the weak state of the boilers, caused principally by the bad water, were reflected in a very large number of engine failures. This was particularly unfortunate in a period of busy traffic, because not only are such failures expensive in relief engines and other ways, but they react seriously upon the timekeeping of other trains, and particularly on the quick movement of wagons.

Another contributory cause of the failures is that for some years we have been using for our passenger trains engines designed for the slower speed of goods trains. The higher speeds, together with the frequent overloading, owing to late and unexpected passenger demands, which is often unavoidable on a railway like this, has had a bad effect on the engines and hastened and increased the need for their maintenance.

I consider the Running Superintendent and his staff carried out very well and as far as they were able their difficult task, in such circumstances, of meeting traffic requirements.

I have made recommendations to Government which I hope will improve the position. These recommendations include temporary arrangements for the supply of better water until the larger scheme for the Haifa town supply materialises.

Coal.

77. The following colliers bringing Lewis Merthyr and Great Western coal for the Railways arrived at Haifa during the year and discharged a total of 31,947 tons :—

					Tons.
s.s. China Maru	(April)	..	..	..	6,884
s.s. Peles	(June)	..	..	..	5,915
s.s. Holmdene	(August)	..	..	..	5,991
s.s. Willesden	(September)	..	..	..	6,753
s.s. Marouko Pateras	(October)	..	..	..	6,404
					31,947

The coal supplied was of good quality but had a large percentage of small and fine coal.

Coal and Oil
con-
sumption.

78. Comparative statements of coal and oil consumption are given on pages 61 and 102.

The increased consumption is attributed to the following reasons :—

(a) Heavier train loads, especially on the Haifa-Lyddā section.

(b) Increased standing time :—

(i) At "crossing" stations, due to increased number of trains ;

(ii) At depot stations, due to the necessity for keeping engines in steam to meet increased traffic demands.

(c) The general poor condition of engines.

79. The Railway fire brigade and engine were called out twice in the year to fires near the railway and performed useful work. One was a small fire in the Levant Bonded Warehouse at Haifa and the other was a more serious fire among material in the yard of the Palestine Electric Corporation near the line and also near the main railway stores, which were in some danger.

Fire precautions.

MECHANICAL BRANCH.

80. The form of organisation known as the Transportation System is in use on the Palestine Railways. Under this system the functions of the Chief Mechanical Engineer are confined to the maintenance of rolling stock and locomotives in the main workshops, the control of engines (when outside the shops) and their crews, and the running sheds, at which minor repairs are carried out, being under the Superintendent of the Line, who has officers with technical mechanical knowledge to supervise the technical work and advise him on technical matters.

Division of responsibility for locomotives between the operating and mechanical branches.

For this reason, matters such as engine failures, coal and oil consumption, etc., are referred to in the section of the report dealing with traffic operation, and the report on the mechanical section is confined to the work and position in the locomotive and carriage and wagon shops.

81. The transfer of plant, etc., from the old locomotive shops to the new workshops was completed during the year, and the workshops at Haifa built by the Military Railways and which had for long been unsatisfactory were closed.

New Workshops at Haifa.

82. No new locomotives or rolling stock were received during the year.

New locomotives and rolling stock.

83. The number of locomotives repaired in the workshops during the year 1933-34 as compared with the previous year was as follows :—

Repairs to locomotives.

Year.	STANDARD GAUGE.		105 CM. GAUGE.	
	Light repairs.	Heavy repairs.	Light repairs.	Heavy repairs.
1933-34.. ..	38	22	16	4
1932-33	38	24	12	10

During the period of the transfer of the main workshops at Haifa and the subshops at El Kantara East to the new shops at Haifa some dislocation was inevitable, and this, combined with exceptional demands for power to deal with the greatly increased traffic, created considerable difficulty in meeting traffic requirements and, as related elsewhere in this report, necessitated engines being kept in service for periods in excess of the normal time and kilometrage between general repair. The leeway will not be made up for some time but there was an improvement in output during the latter part of the year, when increased funds were made available, and, provided suitable artisans can be attracted to the Railway, the improvement should continue now that the shops are becoming more organised, but if it is found necessary still further to increase the output, this will involve additional expenditure on more machine tools and staff.

The following figures illustrate the difference between the output in the first half and the second half of the year :—

	STANDARD GAUGE.		105 CM. GAUGE.	
	Light repairs.	Heavy repairs.	Light repairs.	Heavy repairs.
1st October, 1933, to 31st March, 1934	22	15	9	2
1st April, 1933, to 30th September, 1933	16	7	7	2

Sentinel
Cammell
Steam Rail
Cars.

84. The number of "Sentinel Cammell" Steam Rail Cars repaired in the workshops during the year 1933-34 and the preceding year was as follows :—

Year.	PALESTINE RAILWAY.		HIJAZ RAILWAY.	
	Standard gauge.		105 cm. gauge.	
	Light repairs.	Heavy repairs.	Light repairs.	Heavy repairs.
1933-34 ..	6	2	9	2
1932-33 ..	7	1	9	—

Engine
failures.

85. I have referred in the part of the report dealing with the Locomotive Running Section to the very large number of engine failures and to the fact that most of these failures were due primarily to bad water.

It is satisfactory that the number of mechanical failures, other than those traceable directly to the above cause, was comparatively small.

Repairs to
coaching
stock.

86. The following repairs, etc., to coaches were carried out during the year. Figures for the previous year are also given :—

Year.	PALESTINE RAILWAY.		HIJAZ RAILWAY.	
	Standard gauge.		105 cm. gauge.	
	Light repairs.	Heavy repairs.	Light repairs.	Heavy repairs.
1933-34 ..	112	42	12	12
1932-33 ..	154	32	34	14

Coaching
stock
conversions.

87. Three first-class old Midland Railway type coaches, Nos. 101, 102, and 105, were converted into first and second-class composite coaches.

Coaching
stock deleted
from records.

88. Two 105 cm. gauge Hijaz Railway service coaches, Nos. 50 and 80 were condemned and deleted from the books.

89. Goods vehicles repaired during the year and the previous year are shown below :—

Repairs to goods stock.

Year.	PALESTINE RAILWAY.		HIJAZ RAILWAY.	
	Standard gauge.		105 cm. gauge.	
	Light repairs.	Heavy repairs.	Light repairs.	Heavy repairs.
1933-34 ..	588	689	88	34
1932-33 ..	648	673	474	185

90. During the year 450 twelve-ton steel covered goods wagons were fitted with additional ventilators to meet the requirements of the orange traffic.

Fitting of additional ventilators to 12-ton steel covered goods wagons.

91. Eight 2,000-gallon capacity tanks were purchased out of the Renewals Fund during the year. These were mounted on existing Palestine Railway standard gauge 10-ton wagon frames and put into service, three for the carriage of kerosene and five for water. The wagons were fitted with through vacuum brakes and screw couplings.

Tank wagons standard gauge.

Four 2,000-gallon capacity water tanks were temporarily converted for the carriage of kerosene.

92. 200 of the 425 converted 12-ton standard gauge wagons which had been lent to the Harbour Works Department in connection with the construction of the harbour were returned to the Railway, being no longer required by the Harbour Works Department.

Palestine Railway wagons returned from Haifa Harbour construction work.

93. Fifty 12-ton flat wagons were fitted with specially padded bearers for the carriage of pipes for the Jerusalem water supply scheme.

Trucks for the carriage of pipes for the Jerusalem Water Supply.

94. The bulk of the Iraq Petroleum Company's traffic for the construction of the pipe line from Iraq had been carried by the early part of the year and the following 105 cm. gauge converted stock was reconditioned and returned to service :—

Wagons for the Iraq Petroleum Company's pipe traffic.

30 Hijaz Railway low-sided wagons refitted with sides and ends.

20 Chemin de Fer du Hedjaz low-sided wagons refitted with sides and ends and returned to the owning system.

95. Four 4,200-gallon capacity tanks were bought by the Harbour Works Department for the supply of good water to the Harbour and were mounted on existing 105 cm. gauge Hijaz Railway wagon frames.

Travelling tanks for Haifa Harbour Water Supply.

96. One 11-ton goods brake van No. 4815 was damaged beyond repair in an accident on 29th June 1932, and was deleted from the records.

Goods stock written off records.

97. The foundry from El Kantara was brought into operation in the new shops at Haifa during the year.

Foundry.

The output compared with the previous two years was as follows :—

Year.	Iron.	Brass.
	Tons.	Tons.
1933-34	*268·5	10·4
1932-33	153	10
1931	197	13·5

* Includes approximately 82 tons of check blocks for use in connection with the relaying of parts of the Jerusalem-Jaffa Line.

Electric
power and
light.

98. The total units purchased from the Palestine Electric Corporation during the year for power and lighting at the new workshops was 377,508 kwhs., and for lighting and power in the Haifa Station area and traffic yard, 99,377 kwhs.

Staff.

99. Towards the end of the year a number of skilled workmen began to leave the shops, being attracted elsewhere by the higher wages obtainable outside the railway in the existing boom in trade and industry. This loss of men is continuing and is creating difficulties which will have to be met.

The Chief Mechanical Engineer gave the following certificate as to the maintenance of locomotives and rolling stock, etc., during the year.

"I certify that the repairs to locomotives, carriages, and wagons required for the services have been satisfactorily effected and that the machinery, tools, and plant have been maintained in as good order as the available facilities and funds permitted."

ENGINEERING BRANCH.

Track
kilometrage.

100. The distances shown in paragraph 2 of this report represent the single through track. The length of all track, including sidings, in 1933-34, as compared with the previous year, was as follows :—

	1933-34.	1932-33.
	Kilometres.	Kilometres.
Standard gauge main lines	516·022	516·022
Standard gauge branch lines	16·279	16·279
Standard gauge sidings	104·956	102·482
105 cm. gauge main lines	410·851	410·851
105 cm. gauge branch lines	55·855	55·855
105 cm. gauge sidings	48·385	45·822
Totals	1,152·348	1,147·311

Lines salvaged or closed to traffic during 1933-34 :—

Description.	Standard gauge.	105 cm. gauge.
	Metres.	Metres.
Remaining leg of triangle at Tulkarm salvaged	240	—
Standard gauge track at Haifa converted to 105 cm. gauge	155	—
A dead-end at Nur Esh Shams salvaged	—	240
A dead-end at Nablus salvaged	—	136
Haifa Harbour Works Department's sidings at Bat Galim picked up	2,132	—
Road siding at Haifa shortened	—	72
Salvage of sidings at El Kantara	918	—
Alterations at Rehovot	12	—
	3,457	448

New tracks laid :—

Description.	Standard gauge.	105 cm. gauge.
	Metres.	Metres.
Siding accommodation for derelict 105 cm. gauge rolling stock at Haifa	—	623
Additional dual gauge siding at Nesher Works	104	104
Increase resulting from new tracks laid in Haifa Harbour areas and alterations at Haifa Station in connection therewith †	5,170	400
New loop at Kiryat Haim, on Acre Line	—	274
Iraq Petroleum Company's siding at K.6, Acre Line ..	—	1,610
Siding at Lydda or Public Works Department	215	—
New Siding at Rehovot	378	—
Alterations at Deir Esh Sheikh	31	—
Extra track at New Workshops	33	—
	5,931	3,011

† The new tracks in the Haifa Harbour area which were completed at the end of 1933 and taken over by the Railway comprise 5,540 metres of standard gauge and 915 metres of 105 cm. gauge. The difference between the 5,540 metres of standard gauge line and the 5,170 metres shown in the statement is accounted for by a slight shortening of the original layout of the station by salvage..

101. The Engineering Branch was required to undertake a considerable programme of renewals and maintenance during the year. Maintenance and improvements on the line particularly were carried out in the face of considerable obstacles owing to the difficulty, consequent upon the greatly increased traffic, of providing engines and wagons and, when these could be supplied, of providing

Programme
of works.

paths for the works trains and sufficient working time on the line. It is creditable to the Engineering Branch that, in spite of these difficulties, the works were, with some unavoidable exceptions, well carried through.

NEW WORKS AND MAJOR RENEWALS.

102. New works, as distinct from maintenance and ordinary renewals, carried out during the year are described below:—

Replacing
wooden
sleepers
with steel
sleepers on
the line
between
Artuf and
Jerusalem.

This work, which began in the previous financial year when the Palestine Railways Renewals Fund was first established, continued steadily throughout the year, and the lengths on which this replacement of sleepers has now been effected is from Km.50 to Km.69.800 and from Km.84 to Km.86, a total of 21.800 kilometres.

The replacement of wood with steel sleepers under traffic is an operation of some magnitude and has given rise to a much wider variety of work than the description of it implies.

The standard gauge line on this section of the Railway was laid originally on a formation prepared for a metre gauge line; curves were sharp, in some instances as small as 110 metres radius, and there were 65 of radii less than 200 metres. Grading was heavy, the ruling gradient being equivalent to 2.7%.

In 1926 check rails spiked to the sleepers were provided for all curves of radii less than 150 metres, and though these provided some improvement, they were insufficiently positive in their action to counteract the distortion which was suffered by the track as the result of the use of standard gauge rolling stock on this mountainous length of the line.

In conjunction with the process of inserting steel sleepers, check rails have been applied by means of cast check blocks, which are bolted to the running rail. These check blocks were supplied from the railway foundry at Haifa exactly to the measurements required, and it is an interesting fact that makers in the United Kingdom could not fulfil orders for these unless a tolerance of $\frac{1}{8}$ " were accepted.

When opportunities have occurred, some of the curve transitions have been improved and some of the narrow cuttings originally made to accommodate a metre gauge railway have been enlarged to accommodate the standard gauge line.

Buildings.

103. The programme of replacing old corrugated iron and timber buildings of war-time construction with permanent structures, begun in 1932, was continued.

Additional
structures.

104. Apart from the renewals programme, the following structures were erected as new works:—

ORANGE SHEDS AND GOODS SHEDS. A steel and asbestos sheeted orange loading shed, measuring 50 m. by 12 m., was erected at Petah Tiqva by contract and roads and platforms were modified to fit in with it, and a small concrete goods shed was built at this station to take the place of the old corrugated iron shed previously used for this purpose and which had to be removed to make room for the new orange shed.

RAILWAY OFFICE AT HAIFA HARBOUR. Within the new Customs enclosure at Haifa, a stone-faced concrete office building was erected. This is designed as a two-storey structure, but only the ground floor has been built as being sufficient for immediate needs. The building was not quite completed at the end of the year.

LEVEL CROSSING BARRIERS AND FENCING. The main line between Haifa and Karmel Stations was connected up on its new alignment on the reclaimed area at the beginning of the year and has since been completely fenced by means of an iron railing palisade, and has been provided with road barriers at the intersection of the Port approach roads. These barriers are of the balanced lifting type and are controlled by gate keepers from cabins sheltering the operating gear.

An additional latrine and bath building of concrete was erected at the New Railway Workshops.

105. The water distribution system at El Kantara, which had, in places, almost completely failed, was renewed during the year with lapped galvanised iron 6" piping and in this process its extent was limited to the area which is now in effective use instead of the very wide area covered by the war-time layout. Water systems.

Similarly, at Haifa and at Zikhron Ya'aqov, the water mains were renewed and consolidated.

MAINTENANCE.

PERMANENT WAY.

106. The Palestine and El Kantara-Rafah Railways consist of :— Standard gauge.

				Kilometres.
Main Line	..	..	..	516.022
Branch Line	..	..	..	16.279
Sidings	..	..	..	104.956
Total	..	..	..	637.257

The rails, for the most part, are of 75 lbs. section (75 lbs. to the yard), 11 metres in length, and with 14 to 17 wooden sleepers to the rail according to the duty expected of the track. On the lengths of the Jerusalem-Jaffa Line referred to in paragraph 102 above, wooden sleepers have been replaced by steel sleepers.

107. The maximum axle load is seventeen tons. Axle load.

108. The Hijaz Railway in Palestine consists of :— 105 cm. gauge.

				Kilometres.
Main Line †	..	..	..	203.737
Sidings	..	..	..	39.106
Total	..	..	..	242.843

and in Trans-Jordan of :—

				Kilometres.
Main Line	..	..	..	323.319
Sidings	..	..	..	9.279
Total	..	..	..	332.598

† Includes the section from Affula to El Mas'udiya near Nablus—60.350 kms. This line is lightly maintained and controlled.

The rails are of Belgian manufacture of 45 lbs. section, 9 metres in length, and steel sleepers are used, spaced 13 to the rail length.

Axle load.

109. The maximum axle load is ten tons.

Permanent way staff.

110. The number of men per kilometre engaged on the maintenance of the permanent way on the various sections in 1933-34, as compared with 1932-33, was as follows :—

	Men per Kilometre.	
	1933-34.	1932-33
STANDARD GAUGE.		
Haifa-Rafah ..	1.15	1.14
Jaffa-Jerusalem ..	1.00	1.03
El Kantara-Rafah ..	1.26	1.33

Note.—The greater number of men on the El Kantara-Rafah section (Sinai Desert) is due to the almost constant work of keeping the sand clear of the track. Fifty men are employed specially on this work.

	Men per Kilometre.	
	1933-34.	1932-33.
HIJAZ RAILWAY (105 cm.).		
In Palestine ..	0.86	0.88
In Trans-Jordan ..	0.27	0.28

Note.—The smaller number of men employed on this Railway, and particularly in Trans-Jordan, is due to the use of steel sleepers and the fact that the track is fully ballasted and well consolidated and drained. There is also less traffic.

Formation.

111. The work of making up eroded banks and cuttings and of correcting grades proceeded as in previous years, the work having been concentrated in the length between Haifa and Lydda. North-bound trains now encounter no grade worse than 0.86%, instead of the 1.6% grade previously ruling.

Southbound trains have the benefit of the same grade as far as Km.91 (Ras El Ein) and there is a gap of 8 kilometres still calling for correction.

In the process of renewing sleepers in Sinai provision has been made for the correction or elimination of some of the many reverse curves of small radii over which the desert line winds its way through the dunes.

Ballasting.

112. The important work of ballasting proceeded as rapidly as possible but was interfered with by the difficulty of running ballast trains, to which I have already alluded.

I have referred in previous reports to the importance of proper ballasting, not only for the better running of trains, but to prolong the life of the wooden sleepers.

Bridges.

113. Bridge-work during the year was almost entirely confined to the Hijaz Railway and Palestine Railway, the most important works being the following :—

At kilometre 131.714 a bridge, consisting of four 4.3 metres steel spans on masonry abutments which had failed in 1930, and had remained temporarily strutted on timber trestles, was rebuilt.

At kilometre 102.489 one of two 9.6 metres steel spans was repaired and releveled.

At kilometre 73.800 on the Jaffa-Jerusalem Line a start was made on the repair of a bridge consisting of a masonry arch and two steel spans of 2.83 metres and 5.6 metres respectively which, originally built to carry the metre gauge line, had been blown up during the War and later patched and adapted to carry the standard gauge. This was over stressed and was rebuilt as a structure consisting of two concrete cored masonry arches—the work being done under traffic.

114. Land settlement involving the preparation of plans, correct setting-out of boundary marks, and re-survey and chainage of parts of the line, kept the survey staff very fully employed during the year as this work was done in addition to the preparation of plans, estimates, and setting out of new works. Survey.

A good deal of survey and setting-out was done at Haifa in connection with the provision of Railway siding facilities required by new industrial undertakings and in connection with the development of the reclaimed area adjacent to the harbour.

A check on the curvature of the main line was carried out and, wherever possible, the radius was improved.

In Palestine this resulted in twenty-five curves of radii from 150 m. to 750 m. being re-aligned with curvatures ranging from 191 m. to 1,000 m. radius and three small radius curves being eliminated altogether.

In Sinai the effect of this work has been to eliminate five curves altogether and to reduce the radius of another from 700 m. to 2,292 m.

115. The nursery at Lydda produced during the year 65,000 trees of 40 varieties, including some flowering types which are new to this country, and these were distributed over the system. Tree
planting.

Tree plantations, besides their particularly aesthetic value in this country of few trees, provide wind brakes to prevent wind scour of sand, hold the soil against water erosion, and provide a source of fuel which will be more appreciated later if steel sleepers continue to displace wooden sleepers in various sections of the system.

Although the trees are still young, thinning of groves planted in previous years produced 19 tons of timber during 1933-34. This was used for fencing, fuel, etc.

116. The Railway maintains extensive water supply systems at El Kantara, Lydda, Haifa, and Amman and smaller systems at other stations. Water
supplies.

These were all maintained in effective use and were developed and improved when opportunity offered and funds allowed.

At El Kantara, following upon recommendations made by the Medical Authorities, the reservoirs were thoroughly overhauled and repaired, fitted with roofs, and enclosed by fencing.

As stated previously, the pipe system at El Kantara was extensively renewed and at El Abd in the desert, a well sunk by the Turks in 1915 during their raid on the Suez Canal was opened up, cleaned, and provided with a pump. Water from this as from other wells in Sinai is too brackish for drinking but is welcomed by the staff residing in the desert for washing purposes and as a means of maintaining some vegetation in this otherwise arid waste.

Parachute water tanks were erected at Zikhron Ya'akov with the result that from 3 to 6 minutes per train are now saved in the time taken for watering.

Sanitation.

117. As in past years, work on the maintenance and improvement of the Railway's sanitary equipment has taken an important place in the year's programme.

The periodic reports received from the Medical Officer are helpful and constructive, and every effort has been made to follow out his suggestions within the scope of the funds available.

Conditions, on the whole, are not yet satisfactory, as the arrangements are in many instances still primitive. The lack of water at many stations and gang posts and shortage of funds retard the work but, even so, considerable progress was made during the year under review in connection with new works, renewals, and in the course of ordinary maintenance.

Anti-Malarial measures.

118. The areas around stations situated in swampy localities were subjected to frequent inspections and pools and channels were oiled or drained where necessary. The drainage which has been going on in Palestine generally during the past several years must have practically eliminated the incidence of malaria in settled areas, and there has been less cause for anxiety or complaint in this respect.

Roads.

119. With the increase of traffic and in the use of wheeled transport for the conveyance of goods to and from railway stations the need for good roads at the stations has become more pronounced. This is particularly noticeable during the orange shipping season, when the roads at the loading stations are subjected to continuous and concentrated wear, frequently in wet weather.

Whenever possible, asphalted roads are provided in new road works, and asphalt is applied whenever old roads call for repair.

Signalling and Interlocking Train and Control Telephones.

120. The following table gives comparative information for three years as to failures which occurred in the trains signalling instruments and trains control telephone circuit which operates through 1,176 kilometres of line wire :—

Year.	ELECTRIC STAFF INSTRUMENTS.				TRAIN CONTROL CIRCUIT.			
	No. in use.	Failures.	Failure per instrument.	Line Wire.	No. in use.	Failures.	Failure per instrument.	Line Wire.
1933	78	153	1.96	1 failure per 3.9 kilos. per annum.	61	86	1.4	1 failure per 13.674 kilos. per annum.
1932	80	154	1.925	1 failure per 3.838 kilos. per annum.	57	65	1.14	1 failure per 17.65 kilos. per annum.
1931	94	209	2.22	* 1 failure per 3.29 kilos. per annum.	70	132	2.06	1 failure per 10.17 kilos. per annum.

The Chief Engineer gave the following certificate as to the maintenance of permanent way and works during the year :—

"I am able to certify that the tracks, bridges, and permanent buildings and structures have been maintained to as high a standard as the demand for economy warranted and that economy in expenditure has been secured by limiting the maintenance of hutments and other temporary structures to those which had not deteriorated beyond repair and to the barest essentials in the case of those which it is necessary to retain in use for some time to come."

STORES BRANCH.

121. The value of stores received from all sources during the year was £P.136,437, a decrease, compared with the previous year, of £P.9,627; the details being as under :—

Stores
received.

	1933-34	1932-33	Increase	Decrease
	£P.	£P.	£P.	£P.
GENERAL.				
(1) General Stores from United Kingdom	34,990	30,057	4,933	—
(2) Material for Extraordinary Works, including Capital Charges and Renewals Fund	26,038	36,829	—	10,791
(3) Coal from United Kingdom 1933-34, 31,947 tons 1932-33, 32,376 tons	46,124	47,096	—	972
(4) General Stores purchased locally ..	11,293	9,006	2,287	—
(5) Timber and Sleepers purchased locally	8,457	17,647	—	9,190
(6) Material manufactured in Railway Workshops	2,727	2,398	329	—
(7) Materials returned to Stores and from Stationery Section, and adjustments	830	—	830	—
(8) Miscellaneous Revenue Account (Materials)	3,161	1,435	1,726	—
(9) Stock Verification, 1931 (Materials) ..	967	—	967	—
STATIONERY.				
(10) Stationery from United Kingdom ..	993	650	343	—
(11) Stationery purchased locally, including printing, produced in Railway Workshops, returned to Stores, and adjustments and Stationery Verification, etc.	857	946	—	89
	136,437	146,064	11,415	21,042

Details of item 4, General Stores bought locally, are as follows :—

	1933-34.	1932-33.
	£P.	£P.
Cement	1,965	2,037
Acetylene and Oxygen	688	549
Ballast	2,698	1,943
Kerosene	1,073	1,256
Uniforms	459	265
Baskets	570	271
Benzine	293	212
Lubricating Pads	85	216
Asphalt	492	395
Building Stone	304	251
Lime	163	129
Tiles	758	236
Pig Iron	31	—
Tents	242	—
Miscellaneous	1,472	1,246

The total value of materials and stationery issued from Railway Stores during the year was £P.140,616, a decrease of £P.23,907 compared with 1932-33. Distribution was as follows :—

Branch.	STORES—GENERAL.				STATIONERY.			
	1933-34.	1932-33.	Increase.	Decrease.	1933-34.	1932-33.	Increase.	Decrease.
	£P.	£P.	£P.	£P.	£P.	£P.	£P.	£P.
Mechanical ..	21,758	34,495	—	12,737	178	246	—	68
Engineering ..	57,689	63,691	—	6,002	206	209	—	3
Traffic (including coal) ..	54,767	54,841	—	74	706	829	—	123
Management ..	16	20	—	4	232	110	122	—
Account ..	53	42	11	—	506	554	—	48
Stores ..	87	68	19	—	127	122	5	—
Senior Medical Officer, Railways	139	140	—	1	4	4	—	—
Miscellaneous :								
Private Sales ..	3,388	9,048	—	5,660	6	11	—	5
Breakage and Loss Account	107	70	37	—	—	—	—	—
Claims Account	84	23	61	—	1	—	1	—
Materials transferred to General Stores ..	—	—	—	—	11	—	11	—
Stock Verification ..	543	—	543	—	8	—	8	—
	138,631	162,438	671	24,478	1,985	2,085	147	247

The value of stocks, excluding coal, compared with the two previous years, is shown below :—

	31st March, 1934.	31st March, 1933.	31st December, 1931.
	£P.	£P.	£P.
Stores	62,027	66,071	76,378
Stationery	1,505	1,640	2,283
	63,532	67,711	78,661

Sales of scrap metals, firewood, and empty containers realised £P.2,988.

The Stores Branch continued, apart from the ordinary railway work, to perform the work of receiving, clearing, and forwarding stores arriving by sea at Haifa for all Departments of Government and the stores dealt with under this arrangement during the year as compared with the previous year are given below. It will be observed that there was a large increase in the year under review :—

	1933-34.	1932-33.
Packages ..	13,450	7,441
Bundles ..	5,125	1,763
Loose Articles ..	15,101	5,602

STAFF.

122. In addition to the reductions in staff in 1931 and 1932, further retrenchments of twenty-two classified and salaried staff were made during 1933-34.

Retrenchments of Classified Staff.

I have the honour to be,

Sir,

Your obedient servant,

C. R. WEBB,

General Manager.

PALESTINE RAILWAY AND OPERATED LINES.
STATISTICAL REPORT.

FOR THE YEAR ENDED 31ST MARCH, 1934.

INDEX TO STATEMENTS.

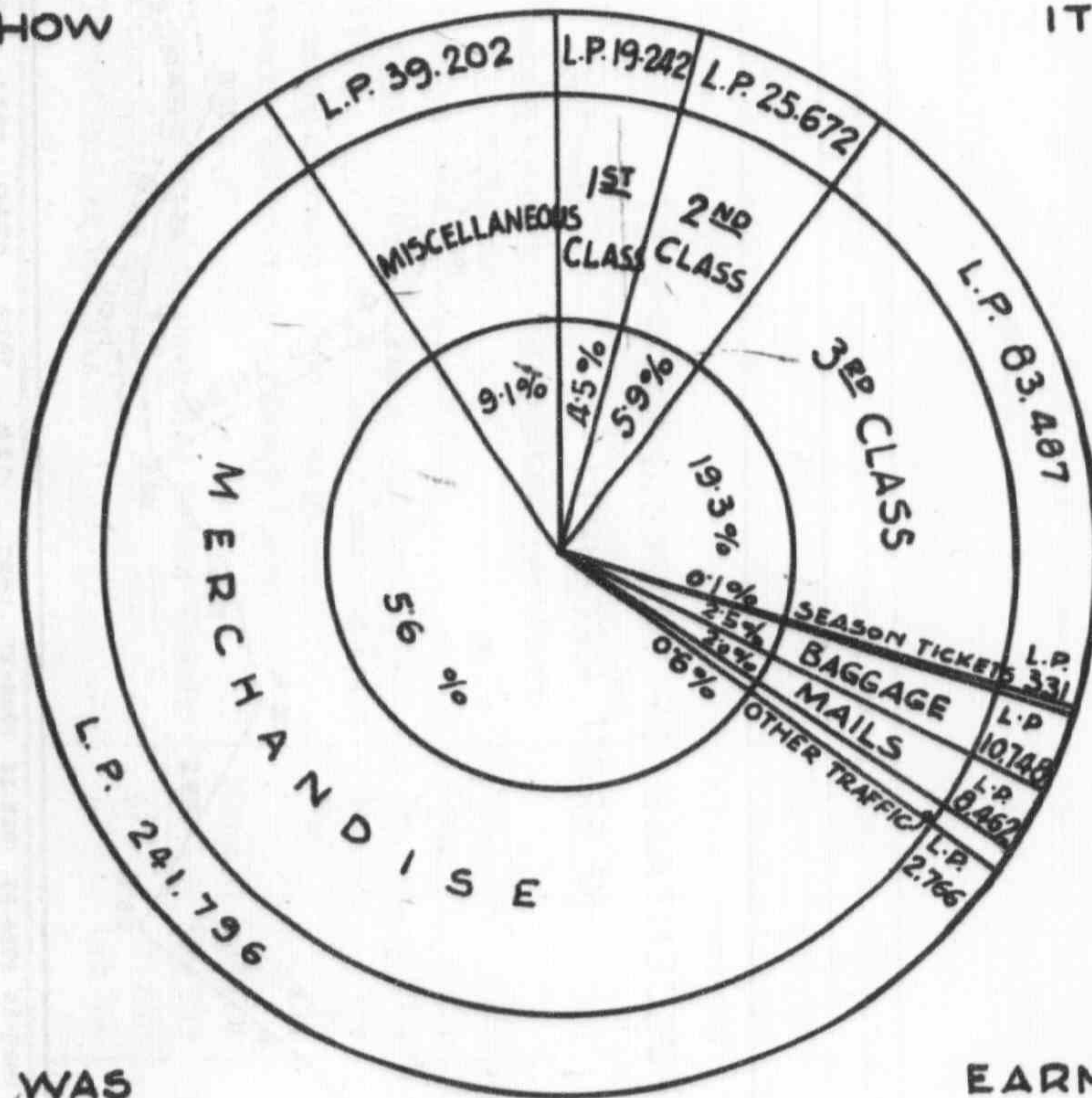
	All Sections.	Palestine Railway.	El Kantara- Rafah Railway.	Hijaz Railway.	Petah Tiqua Railway.
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Revenue and Expenditure Account	—	46	71	87	—
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Abstract "B"—Maintenance and Renewals of Engines and Rolling Stock	—	52	76	93	—
Abstract "C"—Transportation Expenses	—	53	77	94	—
Abstract "D"—General Charges	—	55	79	96	—
Abstract "E"—Debt Charges	—	56	—	—	—
Abstract "F"—Extraordinary Expenditure	—	57	—	97	—
Kilometrage of Lines open for Traffic	—	58	80	98	—
Steam Locomotives	—	58	—	99	—
Coaching Vehicles	—	59	—	100	—
Goods Vehicles	—	60	—	101	—
Rail Motor Vehicles and Petrol Locomotives	—	61	—	102	—
Coal and Oil Consumption	—	61	—	102	—
Train and Engine Kilometrage	—	62	80	103	—
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Abstract "C"—Transportation Expenses	123	—	—	—	—
Abstract "D"—General Charges	124	—	—	—	—
Abstract "E"—Debt Charges	125	—	—	—	—
Abstract "F"—Extraordinary Expenditure	—	126	—	126	—
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Sinai (El Kantara-Rafah) Railway Special Fund	—	—	129	—	—

PALESTINE RAILWAY

REVENUE 1933/34
L.P. 431,706

HOW

IT



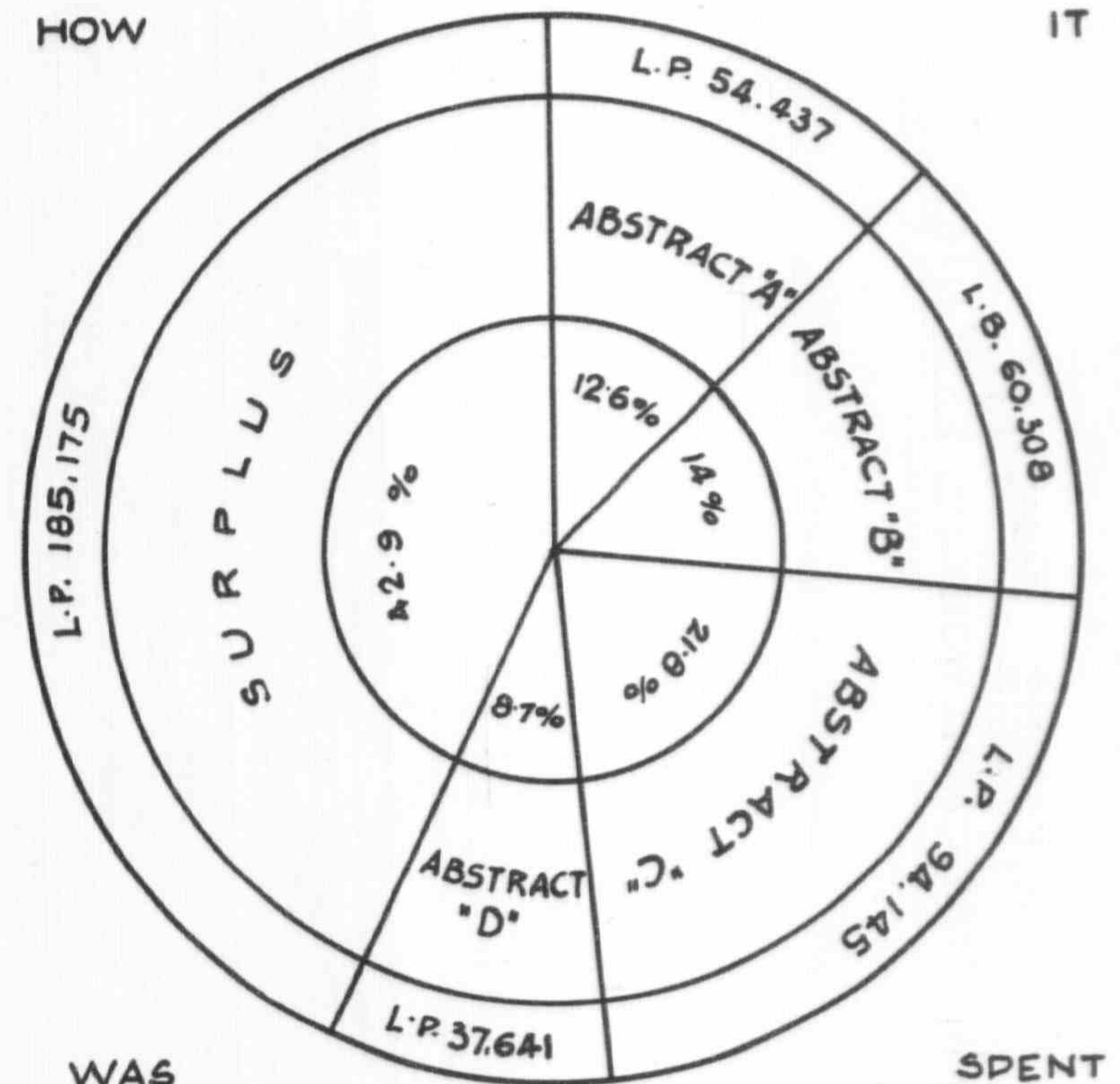
WAS

EARNED

REVENUE 1933/34
L.P. 431,706

HOW

IT



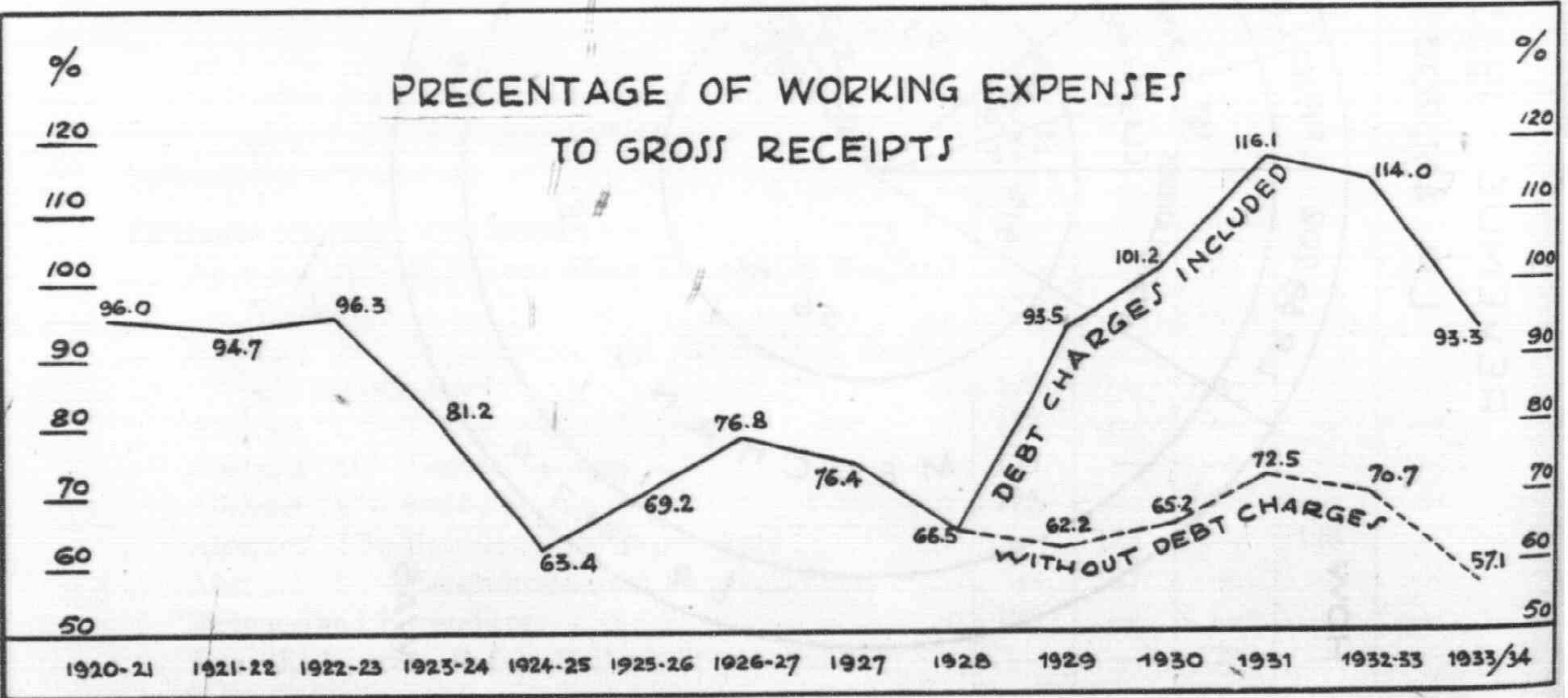
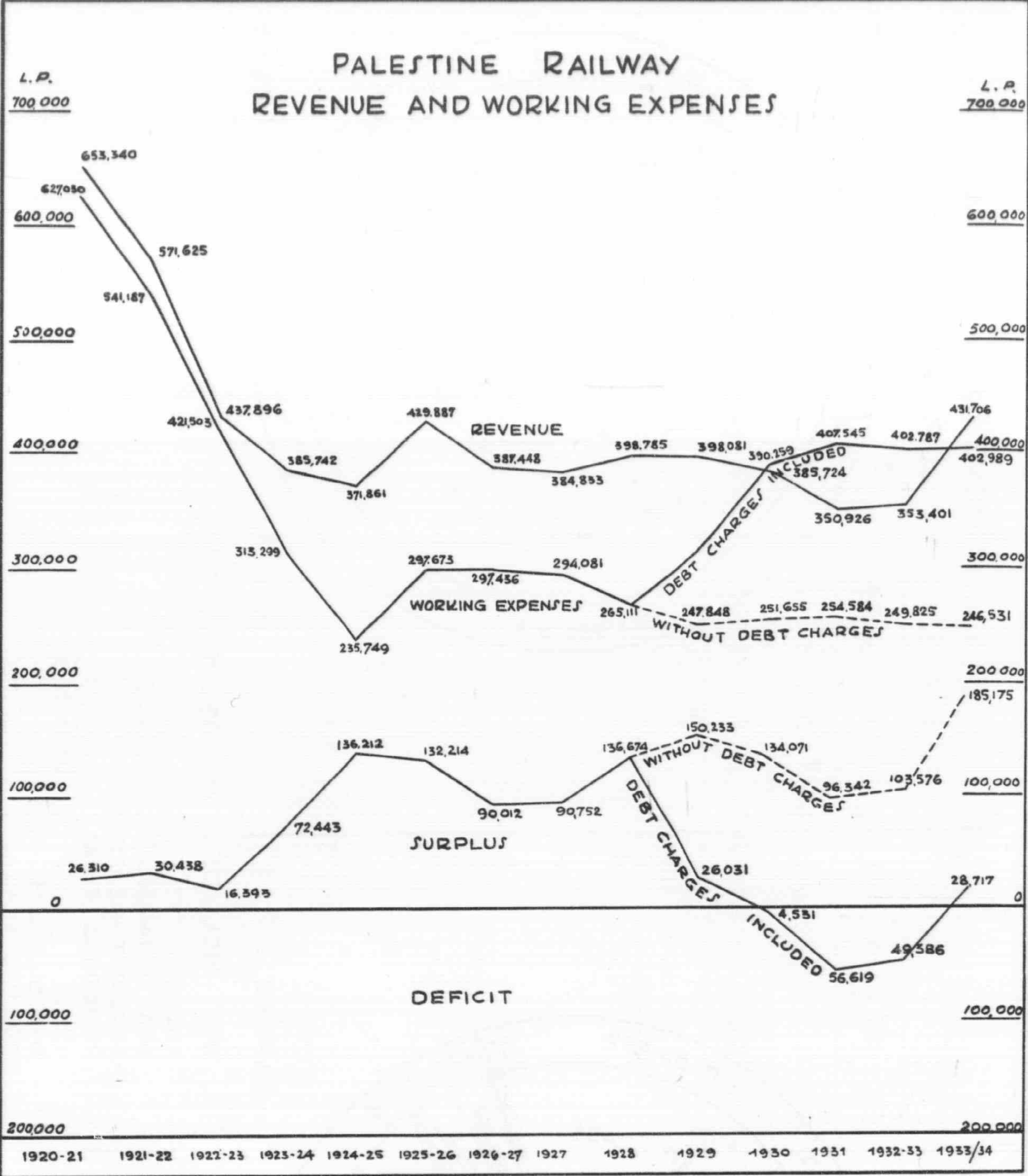
WAS

SPENT

NOT INCLUDED IN ABOVE

ABSTRACT "F"	4,377
DEBT. CHARGES	156,458
EXPENDITURE FROM RENEWALS FUND	40,000
	<u>200,835</u>

THE SURPLUS IN WORKING AVAILABLE	<u>185,175</u>
DEFICIT	<u>15,660</u>



PALESTINE RAILWAY.

COMPARATIVE SUMMARY OF STATISTICAL HEADS.

FOR THE YEAR ENDING 31ST MARCH, 1934,

COMPARED WITH THE YEARS ENDING 31ST MARCH, 1933 AND 1932.

Head No.		Unit.	1933-34.	1932-33.	1931-32.
1	Gauge		4' 8½"	4' 8½"	4' 8½"
2	Route Kilometrage	Klms.	329	329	326
3	Track Kilometrage	Klms.	414	411	405
4	Gross Railway Receipts	£P.	431,706	353,401	351,390
5	Railway Working Expenditure.. .. .	£P.	246,531	249,825	256,467
6	Balance of Railway Revenue Account	£P.	185,175	103,576	94,923
7	Interest Charges :—				
	(a) Interest	£P.	123,414	123,415	123,414
	(b) Sinking Fund	£P.	32,294	28,797	28,797
	(c) Management	£P.	750	750	750
	Total Interest Charges	£P.	156,458	152,962	152,961
8	Profit or Loss on Undertaking	£P.	28,717	49,386	58,038
9	Percentage of Railway Working Expenditure to Gross Railway Receipts	%	57.1	70.7	73.0
10	Capital Expenditure :—				
	(a) From Loan Fund	£P.	9,227	29,760	57,694
	(b) From Railway Revenue	£P.	4,377	27,287	11,155
	Total Capital Expenditure	£P.	13,604	57,047	68,849
10a	Expenditure from Renewals Fund	£P.	40,000	40,000	—
11	Capital Expenditure per Route Kilometre	£P.	41	155	211
12	Gross Railway Receipts per Route Kilometre	£P.	1,312	1,074	1,078
13	Railway Working Expenditure per Route Kilometre.. .. .	£P.	749	759	787
14	Coaching Train Kilometrage :—				
	(a) Coaching Train Kilometrage including proportion of Mixed	Klms.	398,171	316,978	298,035
	(b) Sentinel Cammell Car Kilometrage	Klms.	114,861	65,414	106,083
	Total Coaching Train Kilometrage	Klms.	513,032	382,392	404,118
15	Goods Train Kilometrage :—				
	(a) Paying, including proportion of Mixed	Klms.	576,472	548,330	556,962
	(b) Non-Paying	Klms.	29,164	33,547	27,290
	Total	Klms.	605,636	581,877	584,252
16	Total Train Kilometrage	Klms.	1,118,668	964,269	988,370
17	Engine Kilometrage	Klms.	1,447,556	1,221,256	1,241,163
18	Percentage of Train to Engine Kilometrage	%	77.3	78.9	79.6
19	Gross Railway Receipts per Paying Train Kilometre	Mils.	396	380	365
20	Railway Working Expenditure per Paying Train Kilometre	Mils.	226	268	267
21	Average Goods Train Load (net)	Tons.	121	104	92
22	Average Number of Vehicles per Goods Train	No.	25.4	23.7	21.1
23	Average Number of Vehicles per Coaching Train	No.	7.0	7.8	8.3
24	Number of Steam Locomotives in Stock	No.	70	70	70
25	Average Kilometrage per Steam Locomotive in Stock (*1)	Klms.	25,034	21,640	21,959
26	Passenger Receipts (including Season Tickets)	£P.	128,732	104,113	113,946
27	Other Coaching Receipts	£P.	21,976	19,808	20,777
28	Total Coaching Receipts	£P.	150,708	123,921	134,723

(*1) Based on the P.R. and K.R. Railway Engine Kilometrage.

Head No.		Unit.	1933-34.	1932-33.	1931-32.
29	Percentage of Coaching Receipts to Gross Receipts	%	34.9	35.1	38.3
30	Coaching Receipts per Route Kilometre ..	£P.	458	377	413
31	Coaching Receipts per Paying Coaching Train Kilometre	Mils.	294	324	333
32	Number of Passenger Journeys (excluding Season Tickets)	No.	889,044	642,760	742,870
33	Average Receipt per Passenger Journey (excluding Season Tickets)	Mils.	144	161	152
34	Number of Coaching Vehicles in Stock ..	No.	95	95	95
35	Coaching Vehicle Kilometrage	Klms.	2,782,112	2,480,062	2,499,738
36	Average Kilometres per Coaching Vehicle in Stock (*2)	Klms.	42,453	39,288	38,854
37	Goods Receipts (including Live Stock) ..	£P.	241,796	198,466	191,601
38	Percentage of Goods Receipts to Gross Railway Receipts	%	56.0	56.1	54.5
39	Goods Receipts per Route Kilometre	£P.	735	603	588
40	Goods Receipts per Paying Goods Train Kilometre	Mils.	419	362	344
41	Tons of Goods Hauled :—				
	A. Paying—				
	(a) Ordinary Goods	Tons.	630,975	449,727	361,965
	(b) Harbour Goods	Tons.	67,422	373,627	772,734
	Total Paying	Tons.	698,397	823,354	1,134,699
	B. Non-Paying—(Originating)	Tons.	115,882	155,536	133,595
	Total Tonnage of Goods Hauled	Tons.	814,279	978,890	1,268,294
42	Average Receipts per Ton of Goods (Paying) ..	Mils.	337	237	166
43	Net Ton Kilometrage of Goods :—				
	(a) Paying	Ton-Klms.	66,872,419	52,615,119	47,592,871
	(b) Non-Paying	Ton-Klms.	6,719,603	7,901,286	6,441,103
	Total	Ton-Klms.	73,592,022	60,516,405	54,033,974
44	Average Receipt per Ton Kilometre (Paying) ..	Mils.	3.5	3.7	3.9
45	Average Length of Haul of Paying Traffic (including Haifa Harbour Traffic)	Klms.	96	64	41
45a	Average Length of Haul of Paying Traffic (excluding Haifa Harbour Traffic)	Klms.	105	105	100
46	Number of Goods Vehicles in Stock	No.	2,007	2,008	2,007
47	Loaded Goods Vehicle Kilometrage	Klms.	9,476,125	7,892,279	7,185,483
48	Empty Goods Vehicle Kilometrage	Klms.	5,923,504	5,087,337	5,149,997
49	Total Goods Vehicle Kilometrage —	Klms.	15,399,629	12,979,616	12,335,480
50	Percentage of Empty to Total Goods Vehicle Kilometrage	%	38.5	39.2	41.7
51	Average Load per Loaded Vehicle	Tons.	7.7	7.6	7.5
52	Average Kilometres per Goods Vehicle in Stock (Paying) *	Klms.	9,401	8,086	7,427

(*2) Based on the P.R. and K.R. Railway Coaching Vehicle Kilometrage.

* Based on P.R. and K.R. Railway Goods Vehicle Kilometrage.

PALESTINE RAILWAY.
GENERAL BALANCE SHEET AS AT 31ST MARCH, 1934.

LIABILITIES.	£P. Mils.	ASSETS.	£P. Mils.	£P. Mils.
1. PETAH TIQVA COLONY-LOAN ACCOUNT	19,677·981	11. CASH ACCOUNT :—		
2. CASH DEPOSITS	3,048·557	(a) Cash on hand	8,703·555	
3. GENERAL MANAGER'S ADVANCE ACCOUNT	636·963	(b) Cash at Bank	243·129	
4. PALESTINE RAILWAY RENEWALS FUND	15,339·244	(c) Cash in Transit	10,575·888	
5. SINAI (KANTARA-RAFAH) RAILWAY SPECIAL FUND	68,205·060	(d) Cash at Stations (Change)	17·000	19,539·572
6. AMOUNT DUE TO CHEMIN DE FER DU HEDJAZ	3,293·699	12. UNALLOCATED STORES ACCOUNT :—		
7. SUNDRY LIABILITIES ACCRUED	4,182·103	(a) General Stores	64,751·688	
8. UNPAID WAGES	451·667	(b) Stationery	1,563·184	
9. FINES FUND	4,833·369	(c) Coal	4,739·359	71,054·231
10. EXCESS OF REVENUE OVER EXPENDITURE AS PER STATEMENT "ACCOUNTS No. 3," TRANSFERRED TO GENERAL MANAGER'S ADVANCE ACCOUNT	—	13. OUTSTANDING TRAFFIC, ETC., ACCOUNTS :—		
		(a) Haifa Harbour Works	833·719	
		(b) Military Traffic	652·518	
		(c) Palestine Government Departments	3,298·323	
		(d) Ledger Account Holders	14,082·017	
		(e) Other Traffic, etc., Account	2,423·493	21,290·070
		14. ACCOUNTS RECEIVABLE (MISCELLANEOUS)		1,444·145
		15. AMOUNTS DUE BY EGYPTIAN STATE RAILWAYS		6,340·625
	119,668·643			119,668·643

PALESTINE RAILWAY.

RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT, AS AT 31st MARCH, 1934.

Expenditure.					Receipts.	
PARTICULARS.	Wickham Valuation (Revised).	Palestine Government Loan Expenditure.	Capital Improvements (Abstract "F").	Total.	PARTICULARS.	Total.
	£P.	£P.	£P.	£P.		£P.
To (1) Land	—	116,902	13,947	130,849	By Palestine Loan :—	
(2) Construction of Way, Stations, etc. ..	371,117	571,945	112,386	1,055,448	(1) Railways	1,640,000
(3) Jaffa-Jerusalem Railway (Compensation, etc.)	100,863	219,145	287,793	607,801		
(4) Rolling Stock :—					(2) Purchase of Railway Assets from His Majesty's Government	840,647
(a) Locomotives	162,076	77,368	82,949	322,393		
(b) Carriages	15,170	225,614	40,058	280,842	Palestine Government :—	
(c) Wagons	166,452	125,125	9,882	301,459	Capital Improvements	584,859
(d) Sentinel-Cammell Coaches ..	—	—	14,578	14,578		
(5) Manufacturing and Repairing Works and Plant	16,080	245,473	4,850	266,403		
Total Expended on Palestine Railway	831,758	1,581,572	566,443	2,979,773		
Total Expended on Petah Tiqva Railway ..	—	54,532	—	54,532		
Total Expended on Kantara-Rafah Railway ..	—	2,541	18,416	20,957		
Total Expended on Hijaz Railway	*8,889	—	—	8,889		
Total Capital Expenditure	840,647	1,638,645	584,859	3,064,151		
Balance available as at 31st March, 1934 ..	—	1,355	—	1,355		
TOTAL	840,647	1,640,000	584,859	3,065,506	TOTAL	3,065,506

* The sum of £P. 5,500, representing the amount accepted by His Majesty's Government in settlement of the amount standing in Wickham Valuation in respect of the Yarmuk Bridge was charged to Abstract "F"—Hijaz Railway.

PALESTINE RAILWAY RENEWALS FUND.

As at 31st March, 1934.

EXPENDITURE.	£P. Mils.	RECEIPTS.	£P. Mils.
To Expenses on Votes authorised in 1932-33	7,005·594	By Balance Brought Forward	9,220·389
To Expenses on Votes authorised in 1933-34	26,875·551	By Transfer from Palestine Railway Revenue Account	40,000·000
	33,881·145		
To Balance as at 31st March, 1934, carried forward	15,339·244		
	49,220·389		49,220·389

PALESTINE RAILWAY.

REVENUE AND EXPENDITURE ACCOUNT.

FOR THE YEAR ENDING 31ST MARCH, 1934, COMPARED WITH THE YEARS ENDING 31ST MARCH, 1933 AND 1932.

Expenditure.					Revenue.					
Abstract.	HEADS.	Year.	Amount £P.	% of Total Receipts.	Remarks.	HEADS.	Year.	Amount £P.	% of Total Receipts.	Remarks.
A. To Maintenance and Renewals of Ways and Works		1933-34	54,437	12·6	For details see page 51.	By Passenger Train Traffic Receipts	1933-34	150,708	34·9	For details see page 47.
		1932-33	63,521	18·0			1932-33	123,921	35·1	
		1931-32	55,546	15·8			1931-32	134,723	38·4	
B. Maintenance and Renewals of Engines and Rolling Stock		1933-34	60,308	14·0	For details see page 52.	Goods Train Traffic Receipts ..	1933-34	241,796	56·0	Do.
		1932-33	62,144	17·6			1932-33	198,466	56·1	
		1931-32	69,477	19·8			1931-32	191,601	54·5	
C. Transportation		1933-34	94,145	21·8	For details see pages 53 & 54.	Miscellaneous Receipts	1933-34	39,202	9·1	Do.
		1932-33	87,407	24·7			1932-33	31,014	8·8	
		1931-32	91,939	26·2			1931-32	25,066	7·1	
D. General Charges		1933-34	37,641	8·7	For details see page 55.					
		1932-33	36,753	10·4						
		1931-32	39,505	11·2						
E. Debt Charges		1933-34	156,458	36·2	For details see page 56.					
		1932-33	152,962	43·3						
		1931-32	152,961	43·5						
Total Working Expenses		1933-34	402,989	93·3						
		1932-33	402,787	114·0						
		1931-32	409,428	116·5						
Surplus or Deficit		1933-34	28,717	6·7						
		1932-33	49,386	14·0						
		1931-32	58,038	16·5						
TOTAL		1933-34	431,706	100·0		TOTAL	1933-34	431,706	100·0	
		1932-33	353,401	100·0			1932-33	353,401	100·0	
		1931-32	351,390	100·0			1931-32	351,390	100·0	

PALESTINE RAILWAY.

REVENUE FOR THE YEAR ENDING 31ST MARCH, 1934.

COMPARED WITH THE YEARS ENDING 31ST MARCH, 1933 AND 1932.

SUB-HEAD OF REVENUE.	1933-34.		1932-33.		1931-32.	
	Amount £P.	% of Total.	Amount £P.	% of Total.	Amount £P.	% of Total.
ORDINARY PASSENGERS (Single and Return Fares) :—						
1st class	8,983	2.1	6,475	1.8	8,342	2.4
2nd class	16,797	3.9	14,537	4.1	14,754	4.1
3rd class	82,001	19.0	62,996	17.9	68,001	19.4
Total Ordinary Passengers	107,781	25.0	84,008	23.8	91,097	25.9
TOURISTS :—						
1st class	10,259	2.4	9,801	2.8	11,503	3.3
2nd class	8,875	2.0	7,545	2.1	8,515	2.4
3rd class	1,486	0.3	2,019	0.6	1,683	0.5
Total Tourists	20,620	4.7	19,365	5.5	21,701	6.2
SEASON TICKETS	331	0.1	740	0.2	1,148	0.3
Total Receipts from Passengers ..	128,732	29.8	104,113	29.5	113,946	32.4
Baggage, Perishables, etc.	10,748	2.5	8,872	2.5	8,889	2.6
Mails	8,462	2.0	8,463	2.4	8,463	2.4
Other Traffic by Passenger Train ..	2,766	0.6	2,473	0.7	3,425	1.0
Total Passenger Train Traffic	150,708	34.9	123,921	35.1	134,723	38.4
Merchandise	235,743	54.6	195,040	55.1	188,800	53.7
Live Stock	6,053	1.4	3,426	1.0	2,801	0.8
Total Goods Train Traffic	241,796	56.0	198,466	56.1	191,601	54.5
TOTAL TRAFFIC RECEIPTS	392,504	90.9	322,387	91.2	326,324	92.9
Demurrage and Storage	1,444	0.3	563	0.2	465	0.1
Rents	1,466	0.4	1,817	0.5	1,708	0.5
Sales	2,931	0.7	7,286	2.0	1,100	0.3
Hire of Palestine Railway Rolling Stock to Kantara-Rafah Railway	14,401	3.3	15,621	4.5	13,760	3.9
Unclassified	18,960	4.4	5,727	1.6	8,033	2.3
Total Miscellaneous Receipts	39,202	9.1	31,014	8.8	25,066	7.1
TOTAL REVENUE	431,706	100.0	353,401	100.0	351,390	100.0

PALESTINE RAILWAY.
PASSENGER TRAFFIC AND RECEIPTS,

FOR THE YEAR ENDING 31ST MARCH, 1934, AS COMPARED WITH THE YEARS ENDING 31ST MARCH, 1933 AND 1932.

Class of Passengers.	1933-34.			1932-33.			1931-32.		
	Number of Passenger Journeys.	Receipts. £P.	Average Receipt per Passenger Journey. Mils.	Number of Passenger Journeys.	Receipts. £P.	Average Receipt per Passenger Journey. Mils.	Number of Passenger Journeys.	Receipts. £P.	Average Receipt per Passenger Journey. Mils.
ORDINARY :—									
1st Class	11,415	8,983	786	7,997	6,475	810	9,587	8,342	870
2nd Class	36,347	16,797	462	29,036	14,537	501	32,208	14,754	458
3rd Class	815,643	82,001	100	583,285	62,996	108	676,758	68,001	100
Total Ordinary	863,405	107,781	124	620,318	84,008	135	718,553	91,097	127
TOURISTS :—									
1st Class	8,810	10,259	1,164	7,600	9,801	1,290	9,253	11,503	1,243
2nd Class	11,697	8,875	758	9,640	7,545	783	10,855	8,515	784
3rd Class	5,132	1,486	289	5,202	2,019	388	4,209	1,683	400
Total Tourists	25,639	20,620	804	22,442	19,365	863	24,317	21,701	892
TOTAL	889,044	128,401	144	642,760	103,373	161	742,870	112,798	152
	Equivalent Number of Annual Tickets.	Estimated Number of Passenger Journeys.		Equivalent Number of Annual Tickets.	Estimated Number of Passenger Journeys.		Equivalent Number of Annual Tickets.	Estimated Number of Passenger Journeys.	
SEASON TICKET HOLDERS :—									
1st Class	—	25	—	—	—	—	0.1	75	24
2nd Class	9.6	5,739	39	9.3	5,578	54	21.3	12,812	443
3rd Class	18.8	11,301	11	113.5	68,091	6	220.4	132,235	681
TOTAL	28.4	17,040	19	122.8	73,669	10	241.8	145,122	1,148
GRAND TOTAL	—	906,084	128,732	—	716,429	145	—	887,992	113,946

PALESTINE RAILWAY.

STATEMENT OF REVENUE FOR THE YEAR ENDING 31ST MARCH, 1934, COMPARED WITH THE YEARS ENDING 31ST MARCH, 1933 AND 1932.

TRAFFIC ORIGINATING AT PALESTINE RAILWAY STATIONS.

					OUTWARDS.											INWARDS.						
					COACHING TRAFFIC.					GOODS TRAFFIC.						Total Pass'ger & Goods Receipts. £P.	GOODS TRAFFIC.					
					Passengers.		Baggage, Perishable, etc.		Other Pass. Traffic	Total. £P.	Merchandise.		Live Stock.		Total. £P.		Merchandise.		Live Stock.		Total. £P.	
					No.	£P.	Tons.	£P.	£P.		Tons.	£P.	No.	£P.			£P.	Tons.	£P.	No.		£P.
HAIFA, B.G.	..	..	..	..	1933-34	103,582	29,838	1,164	2,776	1,206	33,820	305,018	137,888	95,234	5,955	143,843	177,663	149,945	41,845	472	55	41,900
					1932-33	93,234	26,231	856	2,153	867	29,251	197,271	86,513	44,358	2,953	89,466	118,717	125,923	35,186	436	59	35,245
					1931-32	104,421	27,694	924	2,064	1,048	30,806	170,779	77,492	19,176	2,271	79,763	110,569	109,610	31,287	641	58	31,345
KARMEL	..	..	..	..	1933-34	69,482	13,276	140	465	19	13,760	346	414	—	—	414	14,174	476	569	6	4	573
					1932-33	44,900	10,512	94	352	23	10,887	888	595	—	—	595	11,482	1,641	923	14	9	932
					1931-32	44,444	9,076	70	302	1,016	10,394	673	192	—	—	192	10,586	1,312	957	18	9	966
ATLIT	..	..	..	..	1933-34	14,828	814	52	64	2	880	10,499	3,784	9	—	3,784	4,664	626	216	18	2	218
					1932-33	19,179	1,083	92	95	1	1,179	8,828	3,183	33	3	3,186	4,365	700	242	23	1	243
					1931-32	27,836	1,534	50	63	3	1,600	7,006	2,687	14	1	2,688	4,288	1,972	495	15	4	499
ZIKHRON YA'AGOV	..	..	..	..	1933-34	18,547	1,397	33	57	—	1,454	1,796	784	25	5	789	2,243	854	313	21	4	317
					1932-33	18,175	1,349	32	48	2	1,399	1,933	749	27	3	752	2,151	660	267	9	—	267
					1931-32	20,605	1,515	52	62	1	1,578	2,219	812	1	1	813	2,391	940	381	10	1	382
BINYAMINA	..	..	..	..	1933-34	31,474	2,073	69	121	2	2,196	5,221	1,826	38	3	1,829	4,025	3,578	1,383	86	9	1,392
					1932-33	23,888	1,584	45	89	5	1,678	5,886	1,983	109	6	1,989	3,667	1,295	569	115	10	579
					1931-32	29,858	1,968	62	98	5	2,071	4,568	1,625	34	6	1,631	3,702	2,067	826	42	7	833
HADERA	..	..	..	..	1933-34	76,628	6,595	261	418	8	7,021	15,358	5,024	17	5	5,029	12,050	16,114	5,437	929	58	5,495
					1932-33	54,089	4,239	110	221	5	4,465	14,725	4,627	53	12	4,639	9,104	7,199	2,730	1,081	44	2,774
					1931-32	44,589	3,556	66	159	3	3,718	13,872	4,318	394	17	4,335	8,053	5,808	2,222	551	12	2,234
TULKARM	..	..	..	..	1933-34	21,943	3,090	44	116	7	3,213	3,182	1,196	308	89	1,285	4,498	9,915	3,804	4,233	130	3,934
					1932-33	17,492	2,676	32	85	9	2,770	5,007	1,877	531	88	1,965	4,735	5,641	2,491	1,880	63	2,554
					1931-32	21,500	3,049	41	99	4	3,152	7,241	2,846	258	153	2,999	6,151	4,176	1,625	1,056	44	1,669
QALQILYA	..	..	..	..	1933-34	8,803	431	4	10	—	441	2,075	758	429	15	773	1,214	3,093	1,150	288	22	1,172
					1932-33	9,972	432	4	10	—	442	2,170	801	5	1	802	1,244	2,280	880	359	27	907
					1931-32	12,585	518	6	9	1	528	4,179	1,560	10	3	1,563	2,091	1,952	754	48	5	759
RAS'EL EIN	..	..	..	..	1933-34	39,157	5,720	14	35	3	5,758	2,017	543	224	7	550	6,308	4,254	1,456	10,342	378	1,834
					1932-33	34,303	5,105	16	32	8	5,145	1,296	424	11	2	426	5,571	8,435	2,220	5,842	214	2,434
					1931-32	23,533	3,457	11	29	7	3,493	10,478	4,148	5	1	4,149	7,642	2,619	847	3,910	152	999
PETAH TIQVA	..	..	..	..	1933-34	—	—	—	—	—	—	21,792	6,489	3	—	6,489	6,489	17,387	7,119	76	14	7,133
					1932-33	—	—	—	—	—	—	17,343	4,783	28	5	4,788	4,788	5,877	2,904	7	2	2,906
					1931-32	—	—	—	—	—	—	10,297	2,982	18	2	2,984	2,984	16,726	7,970	369	71	8,041
LYDDA	..	..	..	..	1933-34	64,081	13,625	163	594	248	14,467	44,133	9,007	2,632	158	9,165	23,632	8,212	6,138	48,145	2,040	8,178
					1932-33	39,100	11,179	168	590	230	11,999	11,508	6,402	685	67	6,469	18,468	4,933	5,038	23,657	1,001	6,039
					1931-32	33,290	9,451	195	604	430	10,485	13,021	6,553	964	76	6,629	17,114	4,607	4,914	7,060	290	5,204
JAFFA	..	..	..	..	1933-34	53,881	8,531	1,296	3,286	419	12,236	56,029	16,607	18	1	16,608	28,844	66,971	31,505	1,561	106	31,611
					1932-33	44,765	6,998	1,167	2,928	441	10,367	46,344	14,589	24	4	14,593	24,960	39,496	20,094	733	39	20,133
					1931-32	86,908	9,074	828	1,952	567	11,593	26,537	11,064	142	20	11,084	22,677	32,729	16,380	798	44	16,424

STATEMENT OF REVENUE FOR THE YEAR ENDING 31ST MARCH, 1934, COMPARED WITH THE YEARS ENDING 31ST MARCH, 1933 AND 1932—continued.

					OUTWARDS.										INWARDS.								
					COACHING TRAFFIC.						GOODS TRAFFIC.						Total Pass'ger & Goods Receipts.	GOODS TRAFFIC.					
					Passengers.		Baggage, Perishable, etc.		Other Pass. Traffic	Total.	Merchandise.		Live Stock.		Total.	Merchandise.		Live Stock.		Total.			
					No.	£P.	Tons.	£P.	£P.	£P.	Tons.	£P.	No.	£P.	£P.	£P.		Tons.	£P.	No.	£P.	£P.	
TEL AVIV	1933-34	101,971	15,882	535	1,281	20	17,183	13,165	4,923	280	83	5,006	22,189	141,201	54,944	7,270	1,635	56,579					
	1932-33	50,819	10,450	380	772	23	11,245	11,231	4,012	202	41	4,053	15,298	67,566	30,853	4,913	1,039	31,892					
	1931-32	66,476	11,528	512	1,250	11	12,789	4,561	2,235	168	36	2,271	15,060	41,627	21,824	4,923	1,040	22,864					
ARTUF	1933-34	10,902	455	3	5	2	462	2,597	703	5	1	704	1,166	121	61	295	14	75					
	1932-33	7,573	334	1	4	—	338	4,936	1,240	66	4	1,244	1,582	80	49	18	5	54					
	1931-32	11,794	535	13	16	—	551	6,954	1,921	24	6	1,927	2,478	134	70	3	1	71					
JERUSALEM	1933-34	76,988	22,405	906	3,584	387	26,376	34,934	9,261	413	84	9,384	35,724	117,226	60,618	25,459	1,734	62,352					
	1932-33	77,721	21,983	865	2,952	480	25,415	25,216	8,738	239	87	8,825	34,240	103,919	55,231	9,334	808	56,039					
	1931-32	77,716	26,808	998	3,160	738	30,706	8,311	4,820	164	59	4,879	35,585	80,632	53,517	5,844	953	54,470					
REHOVOT	1933-34	17,808	1,552	26	57	3	1,612	27,080	7,355	—	—	7,355	8,967	26,993	9,411	41	8	9,419					
	1932-33	7,368	818	34	73	7	898	18,183	5,146	3	—	5,146	6,044	20,118	6,467	14	4	6,471					
	1931-32	7,646	752	19	46	—	798	10,494	2,986	3	1	2,987	3,785	16,379	5,183	89	22	5,205					
GAZA	1933-34	7,618	1,685	52	143	18	1,846	6,119	2,298	245	45	2,343	4,189	14,556	7,784	653	39	7,823					
	1932-33	5,814	1,786	31	104	18	1,908	7,739	3,162	834	51	3,213	5,121	9,304	6,960	69	6	6,966					
	1931-32	6,980	1,969	35	106	12	2,087	4,172	2,088	2,709	109	2,197	4,284	7,641	5,468	42	10	5,478					
OTHER STATIONS	1933-34	97,632	3,935	46	84	5	4,024	16,408	7,473	163	4	7,477	11,501	17,980	11,270	767	50	11,320					
	1932-33	61,107	2,301	43	103	5	2,409	11,022	6,060	792	26	6,086	8,495	12,554	8,790	64	12	8,802					
	1931-32	83,469	2,923	85	166	31	3,120	11,790	6,272	99	8	6,280	9,400	12,031	10,170	99	14	10,184					
COMBINED RAIL/ROAD BOOKINGS BY CONTRACTORS, NOVEMBER, 1933, TO MARCH, 1934					33,180	5,632	—	—	—	—	—	—	5,632	—	—	—	—	—					
TOTAL	1933-34	848,005	136,936	4,808	13,096	2,349	152,381	567,769	216,336	100,043	6,455	222,791	375,172	599,504	245,023	100,662	6,302	251,325					
	1932-33	609,499	109,060	3,970	10,611	2,124	121,795	391,526	154,884	48,000	3,353	158,237	280,032	417,621	181,894	48,568	3,343	185,237					
	1931-32	703,650	115,407	3,967	10,185	3,877	129,469	317,152	136,601	24,183	2,770	139,371	268,840	342,962	164,890	25,518	2,737	167,627					
HAIFA HARBOUR TRAFFIC*	1933-34	—	—	—	—	—	—	67,422	4,338	—	—	4,338	4,338	67,422	4,338	—	—	4,338					
	1932-33	—	—	—	—	—	—	373,627	21,435	—	—	21,435	21,435	373,627	21,435	—	—	21,435					
	1931-32	—	—	—	—	—	—	772,734	41,156	—	—	41,156	41,156	772,734	41,156	—	—	41,156					
TOTAL	1933-34	848,005	136,936	4,808	13,096	2,349	152,381	635,191	220,674	100,043	6,455	227,129	379,510	666,926	249,361	100,662	6,302	255,663					
	1932-33	609,499	109,060	3,970	10,611	2,124	121,795	765,153	176,319	48,000	3,353	179,672	301,467	791,248	203,329	48,568	3,343	206,672					
	1931-32	703,650	115,407	3,967	10,185	3,877	129,469	1,089,886	177,757	24,183	2,770	180,527	309,996	1,115,696	206,046	25,518	2,737	208,783					

PLATFORM AND LAVATORY TICKETS (EXCLUDING SEASON TICKETS).

	HAIFA, B.G.		JAFFA.		JERUSALEM.		TOTAL.	
	No.	£P.	No.	£P.	No.	£P.	No.	£P.
1933-34	8,223	41	3,428	16	7,978	40	19,629	97
1932-33	8,292	41	4,129	21	11,468	57	23,889	119
1931-32	9,569	48	4,250	21	17,375	87	31,194	156

* Includes tonnage emanating from Haifa Narrow Gauge Rushmia Siding. See Hijaz Railway, page 90.

PALESTINE RAILWAY.

ABSTRACT "A."

MAINTENANCE AND RENEWALS OF WAYS AND WORKS,

FOR THE YEAR ENDING 31ST MARCH, 1934, AS COMPARED WITH THE YEARS ENDING 31ST MARCH, 1933 AND 1932.

CLASSIFICATION.	1933-34.			1932-33.			1931-32.		
	Amount.	Percentage of Gross Receipts.	Per Kilo. of Line Open.	Amount.	Percentage of Gross Receipts.	Per Kilo. of Line Open.	Amount.	Percentage of Gross Receipts.	Per Kilo. of Line Open.
	£P.	%	£P.	£P.	%	£P.	£P.	%	£P.
I. PERSONAL EMOLUMENTS	8,746	2·0	27	10,929	3·1	34	11,459	3·2	35
II. MAINTENANCE OF ROADS, BRIDGES & WORKS.									
Wages	2,870	·7	9	3,009	·8	9	3,234	·9	10
Materials	1,984	·5	6	2,044	·6	6	1,001	·3	3
III. MAINTENANCE OF PERMANENT WAY.									
Wages	22,734	5·2	69	21,550	6·1	66	22,412	6·4	69
Materials	12,611	2·9	38	11,144	3·2	34	13,051	3·7	40
IV. MAINTENANCE OF STATIONS, BUILDINGS, TOOLS & PLANT.									
Wages	1,994	·5	6	2,358	·7	7	1,589	·5	5
Materials	1,832	·4	6	2,128	·6	6	1,365	·4	4
V. MAINTENANCE OF SIGNALLING & INTERLOCKING.									
Wages	1,353	·3	4	1,108	·3	3	1,068	·3	3
Materials	313	·1	1	375	·1	1	367	·1	1
Amount due to His Majesty's Government for materials sold to Palestine Railway ..	—	—	—	8,876	2·5	27	—	—	—
TOTAL ABSTRACT "A" ..	54,437	12·6	166	63,521	18·0	193	55,546	15·8	170

PALESTINE RAILWAY.

ABSTRACT "B."

MAINTENANCE AND RENEWALS OF LOCOMOTIVES AND ROLLING STOCK,

FOR THE YEAR ENDING 31ST MARCH, 1934, AS COMPARED WITH THE YEARS ENDING 31ST MARCH, 1933 AND 1932.

CLASSIFICATION.	1933-34.			1932-33.			1931-32.		
	Amount.	Percentage of Gross Receipts.	Per Engine Car or Vehicle Klm.	Amount.	Percentage of Gross Receipts.	Per Engine Car or Vehicle Klm.	Amount.	Percentage of Gross Receipts.	Per Engine Car or Vehicle Klm.
	£P.	%	Mils.	£P.	%	Mils.	£P.	%	Mils.
A. PERSONAL EMOLUMENTS	6,071	1.4	4.6	7,337	2.1	6.3	8,017	2.3	7.1
B. OTHER CHARGES :—									
Maintenance of Locomotives :—									
Labour	26,611	6.1	20.0	26,599	7.5	23.0	30,713	8.7	27.1
Materials	8,902	2.1	6.7	7,780	2.2	6.7	9,490	2.7	8.3
Maintenance of Sentinel-Cammell Cars :—									
Labour	691	0.2	6.0	402	0.1	6.1	441	0.1	4.1
Materials	313	0.1	2.7	130	—	2.0	232	0.1	2.2
Maintenance of Drewry Cars :—									
Labour	32	—	5.1	36	0.1	5.1	51	—	5.8
Materials	17	—	2.7	50	0.1	7.1	35	—	4.0
Maintenance of Coaching Stock :—									
Labour	4,471	1.0	1.6	4,563	1.3	1.8	5,867	1.7	2.3
Materials	2,021	0.5	0.7	1,739	0.5	0.7	2,175	0.6	0.9
Maintenance of Wagon Stock :—									
Labour	5,176	1.2	0.4	6,121	1.7	0.5	6,521	1.9	0.7
Materials	2,223	0.5	0.2	3,109	0.9	0.3	2,346	0.7	0.2
Electrical Services :—									
Labour	1,196	0.3	—	1,734	0.4	—	1,497	0.4	—
Materials	2,584	0.6	—	2,544	0.7	—	2,092	0.6	—
Total other Charges	54,237	12.6	—	54,807	15.5	—	61,460	17.5	—
TOTAL ABSTRACT "B"	60,308	14.0	—	62,144	17.6	—	69,477	19.8	—

PALESTINE RAILWAY.

ABSTRACT "C."

TRANSPORTATION EXPENSES

FOR THE YEAR ENDING 31ST MARCH, 1934, AS COMPARED WITH THE YEARS ENDING 31ST MARCH, 1933 AND 1932.

CLASSIFICATION.	1933-34.				1932-33.				1931-32.			
	Amount.	Percentage of Gross Receipts.	Per Engine or Car Kilom.	Per Train Kilom.	Amount.	Percentage of Gross Receipts.	Per Engine or Car Kilom.	Per Train Kilom.	Amount.	Percentage of Gross Receipts.	Per Engine or Car Kilom.	Per Train Kilom.
	£P.	%	Mils.	Mils.	£P.	%	Mils.	Mils.	£P.	%	Mils.	Mils.
A. PERSONAL EMOLUMENTS	21,625	5.0	16.2	22.2	21,850	6.1	18.9	25.3	23,663	6.7	20.8	27.6
B. OTHER CHARGES :— Expenses in connection with the running of Locomotives and Cars.												
I. Steam Train Locomotives.												
(a) Wages of Engine and Shed Staff ..	13,589	3.1	10.0	13.9	12,719	3.6	11.0	14.7	13,456	3.8	11.8	13.5
(b) Fuel :—												
Labour	561	0.1	0.4	0.6	552	0.2	0.5	0.6	729	0.2	0.6	0.9
Materials	33,631	7.8	25.2	34.5	26,488	7.5	22.9	30.6	27,382	7.8	24.1	32.0
(c) Water Supply :—												
Labour	504	0.1	0.4	0.5	1,514	0.4	1.3	1.7	1,530	0.4	1.3	1.8
Materials	2,255	0.5	1.7	2.3	2,691	0.8	2.3	3.1	2,080	0.6	1.8	2.4
(d) Lubricants, Waste, Tallow	995	0.2	0.8	1.0	1,042	0.3	0.9	1.2	1,021	0.3	0.9	1.2
II. Sentinel-Cammell Coaches.												
Labour	526	0.2	4.6	—	375	0.1	5.7	—	879	0.2	8.2	—
Fuel	638	0.2	5.6	—	394	0.1	6.0	—	662	0.2	6.2	—
Other Stores	57	—	0.5	—	36	—	0.5	—	47	—	0.4	—
III. Drewry Cars.												
Labour	123	0.1	19.6	—	116	—	16.5	—	198	0.1	22.4	—
Fuel	25	—	4.0	—	34	—	4.8	—	67	—	7.6	—
Other Materials	4	—	0.6	—	11	—	1.6	—	19	—	2.2	—

ABSTRACT "C"—continued.

CLASSIFICATION.	1933-34.				1932-33.				1931-32.			
	Amount.	Percentage of Gross Receipts.	Per Engine or Car Kilom.	Per Train Kilom.	Amount.	Percentage of Gross Receipts.	Per Engine or Car Kilom.	Per Train Kilom.	Amount.	Percentage of Gross Receipts.	Per Engine or Car Kilom.	Per Train Kilom.
	£P.	%	Mils.	Mils.	£P.	%	Mils.	Mils.	£P.	%	Mils.	Mils.
B. OTHER CHARGES—continued.												
IV. Cleansing, Lubricating, Lighting, and Examination of Vehicles.												
Labour	3,057	0·7	—	3·1	2,803	0·8	—	3·2	3,026	0·9	—	3·5
Materials	340	0·1	—	0·3	429	0·1	—	0·5	467	0·2	—	0·5
V. Fire Protection.												
Labour	—	—	—	—	—	—	—	—	2	—	—	—
Materials	3	—	—	—	9	—	—	—	11	—	—	—
Total—Labour	18,360	4·3	—	—	18,079	5·1	—	—	19,820	5·6	—	—
Materials	37,948	8·8	—	—	31,134	8·8	—	—	31,756	9·1	—	—
EXPENSES CONNECTED WITH STATIONS AND MOVEMENTS OF TRAINS AND TRAFFIC OTHER THAN LOCOMOTIVE EXPENSES.												
Station Staff	8,123	1·9	—	8·2	7,800	2·2	—	9·0	8,818	2·5	—	10·3
Traffic and Train Staff	2,924	0·6	—	3·0	3,419	1·0	—	4·0	3,363	1·0	—	3·9
Wagon Covers and Ropes	264	0·1	—	0·2	254	0·1	—	0·3	262	0·1	0·1	0·3
Porterage	4,900	1·1	—	5·0	4,871	1·4	—	5·6	4,257	1·2	—	5·0
Total—Labour	15,947	3·6	—	16·4	16,090	4·6	—	18·6	16,438	4·7	—	19·2
Materials	264	0·1	—	0·3	254	0·1	—	0·3	262	0·1	—	0·3
Running Right Charges	1	—	—	—	—	—	—	—	—	—	—	—
Total Other Charges	72,520	16·8	—	—	65,557	18·6	—	—	68,276	19·5	—	—
TOTAL ABSTRACT "C"	94,145	21·8	—	—	87,407	24·7	—	—	91,939	26·2	—	—

PALESTINE RAILWAY.

ABSTRACT "D."

GENERAL CHARGES.

FOR THE YEAR ENDING 31ST MARCH, 1934, AS COMPARED WITH THE YEARS ENDING 31ST MARCH, 1933 AND 1932.

CLASSIFICATION.	1933-34.				1932-33.				1931-32.			
	Amount.	Percentage of Gross Receipts.	Per Train Kilom.	Per Kilo. of Line Open.	Amount.	Percentage of Gross Receipts.	Per Train Kilom.	Per Kilo. of Line Open.	Amount.	Percentage of Gross Receipts.	Per Train Kilom.	Per Kilo. of Line Open.
	£P.	%	Mils.	£P.	£P.	%	Mils.	£P.	£P.	%	Mils.	£P.
A. PERSONAL EMOLUMENTS:—												
I. General Manager	3,573	0·8	3·7	11	3,482	1·0	4·0	11	3,649	1·0	4·3	11
II. Chief Accountant	8,604	2·0	8·8	26	8,826	2·5	10·2	27	9,669	2·8	11·3	30
III. Stores Superintendent	3,839	0·9	3·9	12	3,998	1·1	4·6	12	4,451	1·2	5·2	14
Total Personal Emoluments ..	16,016	3·7	16·4	49	16,306	4·6	18·8	50	17,769	5·0	20·8	55
B. OTHER CHARGES:—												
Cost of Living Allowances	1,850	0·4	1·9	6	2,034	0·6	2·4	6	3,486	1·0	4·2	11
Travelling Allowances	342	0·1	0·4	1	434	0·1	0·5	1	423	0·1	0·5	1
Assisted Passages and Repatriation of Retrenched Staff ..	625	0·1	0·6	2	473	0·1	0·6	2	227	0·1	0·3	1
House Allowances	449	0·1	0·5	1	313	0·1	0·4	1	280	0·1	0·3	1
Equipment and Furniture	730	0·2	0·7	2	549	0·2	0·7	2	1,005	0·3	1·2	3
Printing, Stationery, Advertising, and Publicity	1,779	0·4	1·8	6	1,527	0·4	1·8	5	2,038	0·6	2·3	6
Uniforms	539	0·1	0·6	2	389	0·1	0·5	1	462	0·1	0·5	1
Losses and Depreciation of Stores	65	—	—	—	43	—	—	—	3,090	0·9	3·7	10
Compensation, Pensions, and Gratuities	3,240	0·8	3·4	10	4,680	1·3	5·4	14	1,654	0·5	1·9	5
Rent of Building and Land	756	0·2	0·8	2	989	0·3	1·1	3	1,123	0·3	1·3	3
Entertainment of Official Guests	—	—	—	—	1	—	—	—	5	—	—	—
Contingencies	47	—	—	—	43	—	—	—	177	—	0·2	—
Medical Services	1,283	0·3	1·3	4	1,339	0·4	1·5	4	1,228	0·3	1·4	4
Posts and Telegraphs Services	4,163	1·0	4·3	13	3,562	1·0	4·1	11	5,159	1·5	6·0	16
Colonial Audit Services	1,325	0·3	1·4	4	1,378	0·4	1·6	4	1,379	0·4	1·6	4
Interest due on Kantara-Rafah Railway Working	—	—	—	—	2,327	0·7	2·7	7	—	—	—	—
Landing Charges	432	0·1	0·4	1	366	0·1	0·4	1	—	—	—	—
Rental of Sinai (Kantara-Rafah) Railway	4,000	0·9	4·1	12	—	—	—	—	—	—	—	—
Total Other Charges	21,625	5·0	22·2	66	20,447	5·8	23·7	62	21,736	6·2	25·4	66
TOTAL ABSTRACT "D"	37,641	8·7	38·6	115	36,753	10·4	42·5	112	39,505	11·2	46·2	121

PALESTINE RAILWAY.

ABSTRACT " E. " DEBT CHARGES.

FOR THE YEAR ENDING 31ST MARCH, 1934, COMPARED WITH THE YEARS ENDING 31ST MARCH, 1933 AND 1932.

CLASSIFICATION.	1933-34.				1932-33.				1931-32.			
	Amount	Percentage of Gross Receipts.	Per Train Klm.	Per Kilo of Line Open.	Amount.	Percentage of Gross Receipts.	Per Train Klm.	Per Kilo of Line Open.	Amount.	Percentage of Gross Receipts.	Per Train Klm.	Per Kilo of Line Open.
	£P.	%	Mils.	£P.	£P.	%	Mils.	£P.	£P.	%	Mils.	£P.
Interest Charges at 5 per cent per annum in respect of £P.1,631,841 Palestine and East Africa Loans Act, 1926, and £837,148 Wickham Valuation	123,414	28·5	126·6	375	123,415	35·0	142·6	375	123,414	35·1	144·3	379
Sinking Fund	32,294	7·5	33·1	98	28,797	8·2	33·3	88	28,797	8·2	33·7	88
Management Charges and Stamps..	750	·2	·8	2	750	·1	·9	2	750	·2	·9	2
TOTAL ABSTRACT " E " ..	156,458	36·2	160·5	475	152,962	43·3	176·8	465	152,961	43·5	178·9	469

PALESTINE RAILWAY.

ABSTRACT "F."

EXTRAORDINARY EXPENDITURE ON BOTH CAPITAL AND MAINTENANCE ACCOUNT MET FROM REVENUE FOR THE
YEAR ENDING 31ST MARCH, 1934.

CLASSIFICATION.	£P.
ENGINEERING WORKS AND EQUIPMENT.	
Provision of Orange Shed at Petah Tiqva	1,850
Transfer of Steam Roller S.7 from Public Works Department to Palestine Railway	100
Repairs and Alterations to Customs Shed and Offices, Jerusalem	124
Provision of Better Facilities for the handling of Manure Traffic at Haifa	3
Accommodation for Railway Clinic and Office of Senior Medical Officer, Railways, Haifa	82
Provision of Additional Siding Accommodation at Rehovot	1,164
Provision of Additional Latrine Accommodation and Washing Facilities, for employees at New Railway Workshops, Haifa	473
Total Engineering Works and Equipment	3,796
LOCOMOTIVE, CARRIAGE AND WAGON STOCK AND EQUIPMENT.	
Improved Ventilation of Palestine Railway Wagons for Transport of Oranges	311
Conversion of 1st class Midland Coaches Nos. 101, 102, and 105 to accommodate 1st and 2nd class passengers	60
Erection of two parachute water tanks at Zikhron Ya'aqov	210
Total Locomotive, Carriage and Wagon Stock and Equipment	581
TOTAL ABSTRACT "F"	4,377

PALESTINE RAILWAY.

KILOMETRAGE OF LINES OPEN FOR TRAFFIC AS AT 31ST MARCH, 1934.

NAME OF SECTION.	RUNNING LINES.					
	Length of Road.			Total Kms. Reduced to Single Track.	Sidings Reduced to Single Track.	Total Single Tracks including Sidings.
	First Track.	Second Track.	Over two Tracks.			
	Klms.	Klms.	Klms.	Klms.	Klms.	Klms.
STANDARD GAUGE.						
Haifa-Rafah	225.982	—	—	225.982	72.603	298.585
Jaffa-Jerusalem	87.008	—	—	87.008	9.004	96.012
Ras el Ein-Petah Tiqva	6.563	—	—	6.563	1.803	8.366
Sarafand Line	4.551	—	—	4.551	1.535	6.086
Beit Nabala Line	5.165	—	—	5.165	.210	5.375
Total	329.269	—	—	329.269	85.155	414.424

PALESTINE RAILWAY.

STANDARD GAUGE, 4' 8½".

STEAM LOCOMOTIVES.

POSITION AS AT 31ST MARCH, 1934.

CLASS.	Wheel Distribution.	Cylinders.		Weight on Coupled Wheels.	Tractive effort at 85 per cent Boiler Pressure.	Number on hand at beginning of year 1933-34..	Number of New Locomotives brought into service during year 1933-34..	Number scrapped during year 1933-34.	Number on hand at end of year 1933-34.
		Diameter.	Stroke.	Tons.					
Baldwin Tender	4-6-0	19"	26"	48.18.2	24,449 lbs.	44	—	—	44
L.S.W.R.	0-6-0	17½"	26"	37.12.0	15,533 lbs.	7	—	—	7
Manning and Wardle	0-6-0	17"	24"	46.12.0	18,341 lbs.	4	—	—	4
Baldwin Tank	4-6-2	19"	26"	50.19.0	24,449 lbs.	6	—	—	6
Kitson Tank	2-8-4	20½"	24"	64. 0.0	32,149 lbs.	6	—	—	6
Sentinel Patent	0-4-0	6½"	9"	27.11.0	200 B.H.P.	1	—	—	1
Sentinel-Cammell Steam Rail Cars	Double Car Articulated.	6"	7"	—	120 B.H.P.	2	—	—	2
Total						70	—	—	70

Sentinel-Cammell Steam Rail Cars—Individual Axle Loads not Available.

PALESTINE RAILWAY.

STANDARD GAUGE 4' 8½".
COACHING VEHICLES.

POSITION AS AT 31ST MARCH, 1934.

DESCRIPTION.	Bogie.	Six- Wheeled.	Four- Wheeled.	Total Number of Vehicles.	Seats or Berths.			Total in 1933-34.	Year 1933-34.	
					1st Class.	2nd Class.	3rd Class.		Total Number of Vehicles.	Total Seats or Berths.
PASSENGER VEHICLES.										
Carriages of Uniform Classes	56	—	—	56	552	432	3,081	4,065	59	4,173
Composite Carriages	9	—	—	9	170	234	100	504	6	396
Restaurant Carriages	3	—	—	3	120	—	—	120	3	120
Sleeping Carriages	4	—	—	4	70	—	—	70	4	70
Miscellaneous	3	—	—	3	10	—	—	10	3	10
TOTAL PASSENGER VEHICLES ..	75	—	—	75	922	666	3,181	4,769	75	4,769
OTHER COACHING VEHICLES.										
Post Office Vans	—	—	—	—					—	—
Luggage, Parcel and Post Office and Brake Vans	4	—	—	4					4	—
Carriage Trucks	—	—	—	—					—	—
Horse Boxes	1	—	—	1					1	—
Miscellaneous	11	3	1	15					15	—
Total Other Coaching Vehicles ..	16	3	1	20					20	
TOTAL COACHING VEHICLES	91	3	1	95					95	

PALESTINE RAILWAY.

STANDARD GAUGE 4' 8½"

GOODS VEHICLES.

POSITION AS AT 31ST MARCH, 1934.

Description.	1933-34.		1932-33.	
	Total on books at end of year.	Total Carrying Capacity. Tons.	Total on books at end of year.	Total Carrying Capacity. Tons.
TRAFFIC VEHICLES.				
Flat Wagons :—				
Four wheeled	460*	6,370	460	6,370
Six wheeled	17	255	17	255
Bogie	4	120	4	120
Low Sides :—				
Four wheeled	—	—	—	—
Bogie	—	—	—	—
High Sides :—				
Four wheeled	531†	6,034	539	6,114
Bogie	—	—	—	—
Covered :—				
Four wheeled	621	7,222	621	7,222
Bogie	—	—	—	—
Live Stock :—				
Four wheeled	31	372	31	372
Bogie	—	—	—	—
Timber or Rail :—				
Four wheeled	—	—	—	—
Bogie	—	—	—	—
Tank (Oil) :—				
Four wheeled	42	420	35	350
Bogie	4	120	4	120
Brake Vans :—				
Four wheeled	39	429	40	440
Bogie	—	—	—	—
Miscellaneous :—				
Four wheeled	7	82	7	82
Bogie	—	—	—	—
Total Traffic Vehicles	1,756	21,424	1,758	21,445
SERVICE VEHICLES.				
Fuel :—				
Four wheeled	—	—	—	—
Bogie	—	—	—	—
Ballast :—				
Four wheeled	144	1,728	144	1,728
Bogie	—	—	—	—
Tank (Water) :—				
Four wheeled	36	422	35	412
Bogie	—	—	—	—
Timber or Rail :—				
Four wheeled	42	504	42	504
Bogie	—	—	—	—
Engineering :—				
Four wheeled	—	—	—	—
Bogie	—	—	—	—
Miscellaneous :—				
Four wheeled	26	334	26	334
Eight wheeled	3	70	3	70
Bogie	—	—	—	—
Total Service Vehicles	251	3,058	250	3,048
GRAND TOTAL	2,007	24,482	2,008	24,493

Note.—* 225 still with Harbour Works Department
9 to be scrapped.
58 stabled, not in use.

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Note.—† 75 permanently stabled, requiring extensive repairs.
29 to be scrapped.

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PALESTINE RAILWAY.

RAIL MOTOR VEHICLES—PETROL LOCOMOTIVES.

NUMBER ON HAND AS AT 31ST MARCH, 1934.

	Standard Gauge.	
	Number.	Total Seating Accommodation.
RAIL MOTOR VEHICLES.		
20 H.P. Drewry Cars	3	18
Alpha Motor Trolley	1	3 (Not used).

PALESTINE AND EL KANTARA—RAFAH RAILWAYS.

COAL AND OIL CONSUMPTION.

FOR THE YEAR ENDING 31ST MARCH, 1934.

COMPARED WITH THE YEARS ENDING 31ST MARCH, 1933 AND 1932.

	Standard Gauge.	
	Coal Consumption— Locomotives.	Oil Consumption— Locomotives.
	Kilogrammes per Engine Kilometre.	Pints per 100 Engine Kilometres.
1933-34	16.51	7.70
1932-33	15.57	7.32
1931-32	15.53	7.41

PALESTINE RAILWAY.

TRAIN AND ENGINE KILOMETRAGE.

FOR THE YEAR ENDING 31ST MARCH, 1934, COMPARED WITH THE YEARS ENDING 31ST MARCH, 1933 AND 1932.

	Year.	PAYING TRAIN KILOMETRES.					Shunting, etc. Klms.	Service Klms.	Shunting & Service. % of Total Engine Klms.	Total Engine Klms.
		Coaching.	Goods.	Mixed.	Total.	% of Total.				
RAFA-HAIFA SECTION	1933-34	337,966	325,116	17,989	681,071	69·9	—	26,835	—	—
	1932-33	252,120	218,885	137,827	608,832	70·4	—	30,805	—	—
	1931-32	196,726	209,440	190,811	596,977	69·8	—	26,716	—	—
JAFFA-JERUSALEM SECTION	1933-34	2,642	106,054	184,876	293,572	30·1	—	2,329	—	—
	1932-33	11,208	84,988	160,280	256,476	29·6	—	2,742	—	—
	1931-32	30,291	62,941	164,788	258,020	30·2	—	574	—	—
TOTAL PALESTINE RAILWAY	1933-34	340,608	431,170	202,865	974,643	100·0	328,888	29,164	26·8	1,332,695
	1932-33	263,328	303,873	298,107	865,308	100·0	256,987	33,547	25·1	1,155,842
	1931-32	227,017	272,381	355,599	854,997	100·0	251,793	27,290	24·6	1,134,080

SENTINEL-CAMMELL CAR KILOMETRAGE FOR THE YEAR ENDING 31ST MARCH, 1934, COMPARED WITH THE YEARS ENDING 31ST MARCH, 1933 AND 1932.

1933-34 ..	114,861
1932-33 ..	65,414
1931-32 ..	106,083

PALESTINE RAILWAY.

VEHICLE KILOMETRAGE

FOR THE YEAR ENDING 31ST MARCH, 1934, COMPARED WITH THE YEARS ENDING 31ST MARCH, 1933 AND 1932.

	Year.	Passenger Vehicles Kilometres.	WAGON KILOMETRAGE—PAYING TRAFFIC.				Service Vehicle Kilometres.	Grand Total Kilometres.	Average No. of Vehicles per Train.
			Loaded.	Empty.	Total.	% of Empty to Total.			
RAFA-HAIFA SECTION	1933-34	2,152,844	6,618,286	4,229,525	10,847,811	39·0	1,374,117	14,374,772	20·3
	1932-33	1,978,246	5,342,956	3,517,185	8,860,141	39·7	1,552,599	12,390,986	19·4
	1931-32	1,903,151	5,174,206	3,773,390	8,947,596	42·2	1,523,108	12,373,855	19·8
JAFFA-JERUSALEM SECTION	1933-34	629,268	1,860,297	1,028,951	2,889,248	35·6	288,453	3,806,969	12·9
	1932-33	501,816	1,507,183	875,392	2,382,575	36·7	184,301	3,068,692	11·8
	1931-32	596,587	1,054,161	738,529	1,792,690	41·2	72,086	2,461,363	9·5
TOTAL PALESTINE RAILWAY	1933-34	2,782,112	8,478,583	5,258,476	13,737,059	38·2	1,662,570	18,181,741	18·1
	1932-33	2,480,062	6,850,139	4,392,577	11,242,716	39·1	1,736,900	15,459,678	17·2
	1931-32	2,499,738	6,228,367	4,511,919	10,740,286	42·1	1,595,194	14,835,218	16·8

NOTE.—Brake Van Kilometrage not included.

PALESTINE RAILWAY.
STATEMENT OF FINES FUND AS AT 31ST MARCH, 1934.

Disbursements.			Receipts.		
PARTICULARS.		AMOUNT.	PARTICULARS.		AMOUNT.
		£P. Mils.			£P. Mils.
To (a) Awards for Station Gardens, Premises, and Quarters .. ..	.. ..	15·000	By Balance as at 1st April, 1933 .. .. .	.. .. .	4,768·115
(b) Expenses in connection with Railway Football Clubs .. ..	.. ..	102·665	By Receipts during period 1st April, 1933, to 31st March, 1934 ..	..	254·919
(c) Awards to Railway Employees for Special Merit .. ..	.. ..	72·000			
Balance as at 31st March, 1934 .. ..	.. ..	4,833·369			
		5,023·034			5,023·034

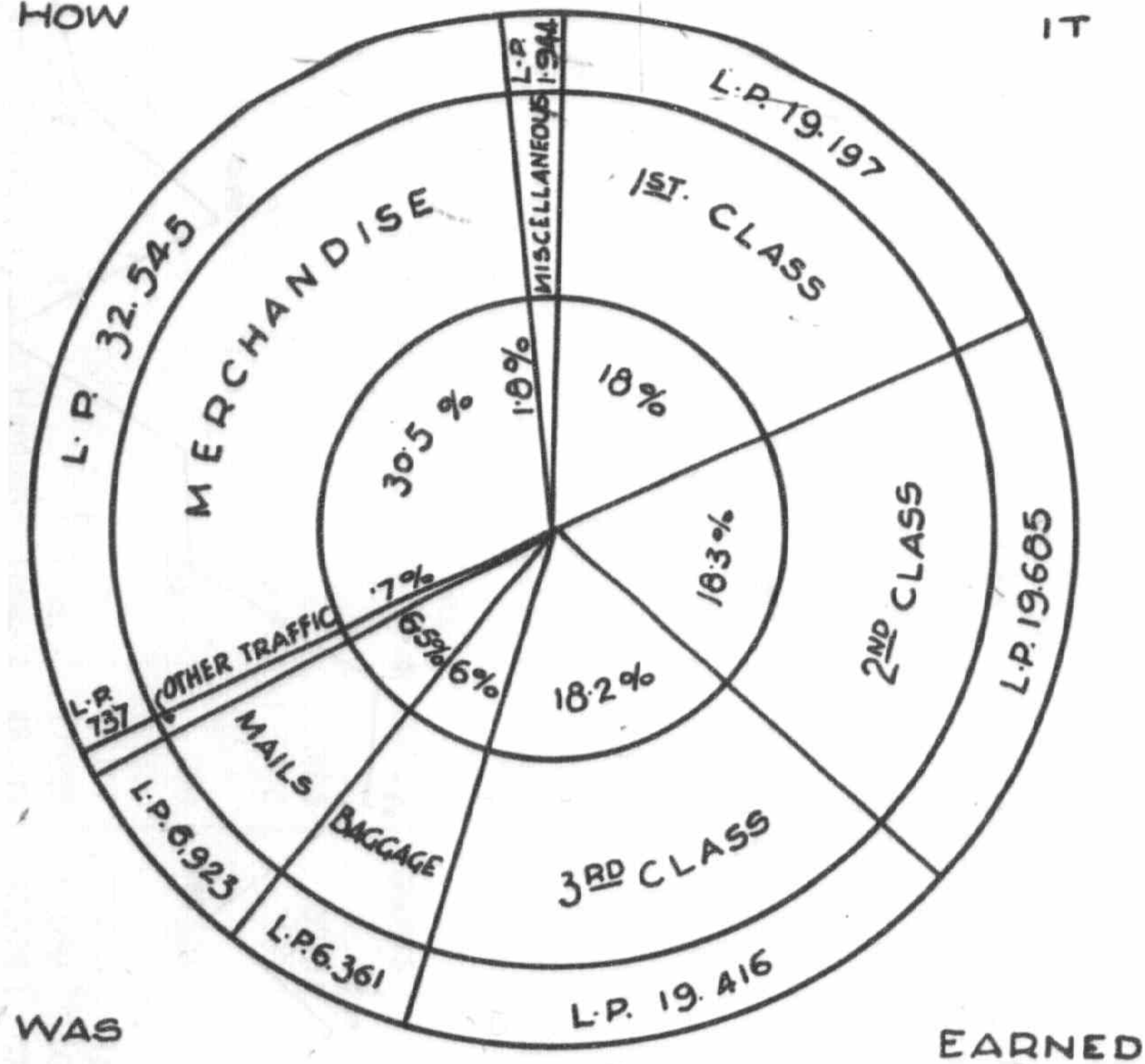
KANTARA - RAFA RAILWAY

REVENUE 1933 / 34

L.P. 106,808

HOW

IT



WAS

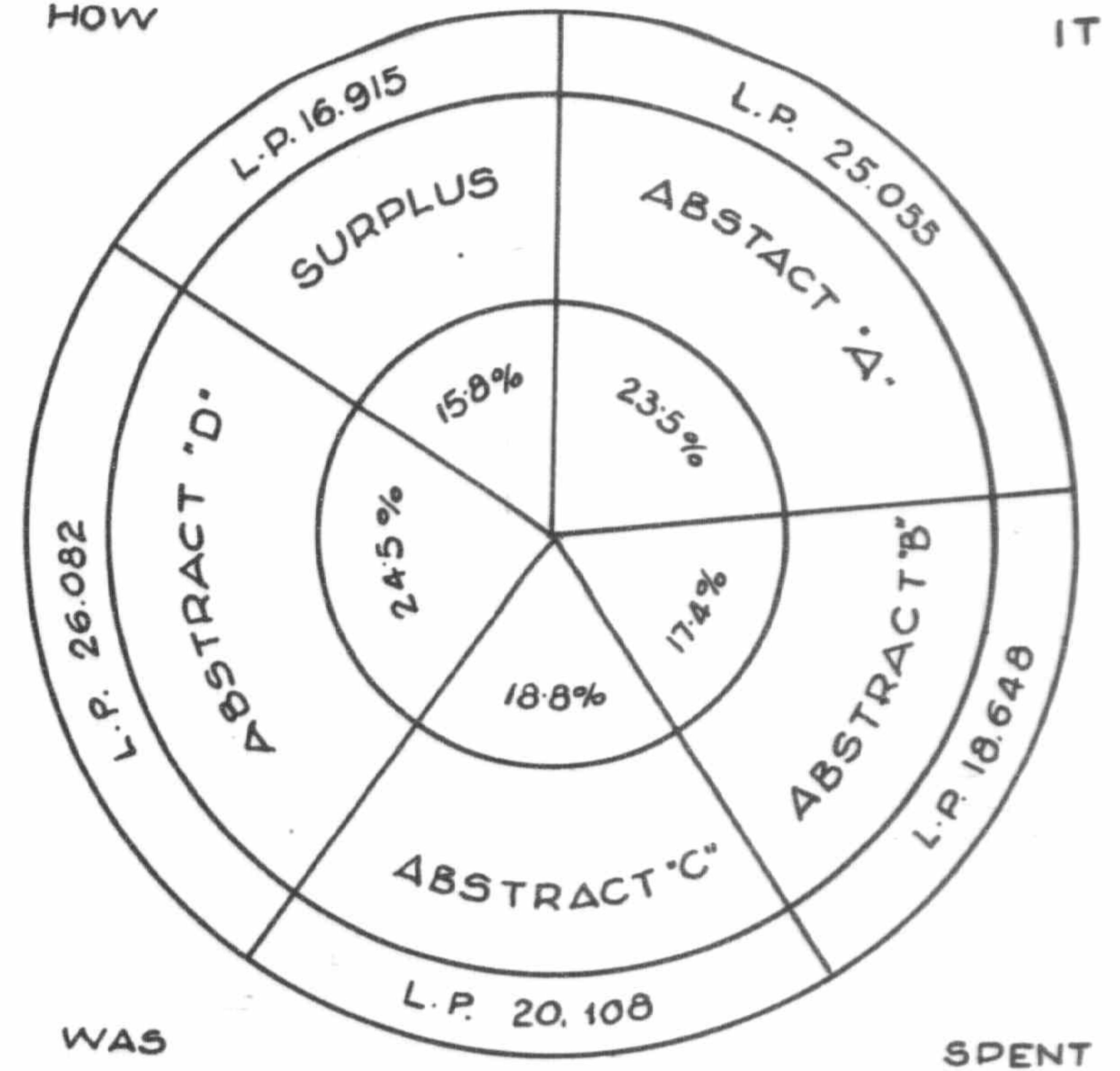
EARNED

REVENUE 1933 / 34

L.P. 106,808

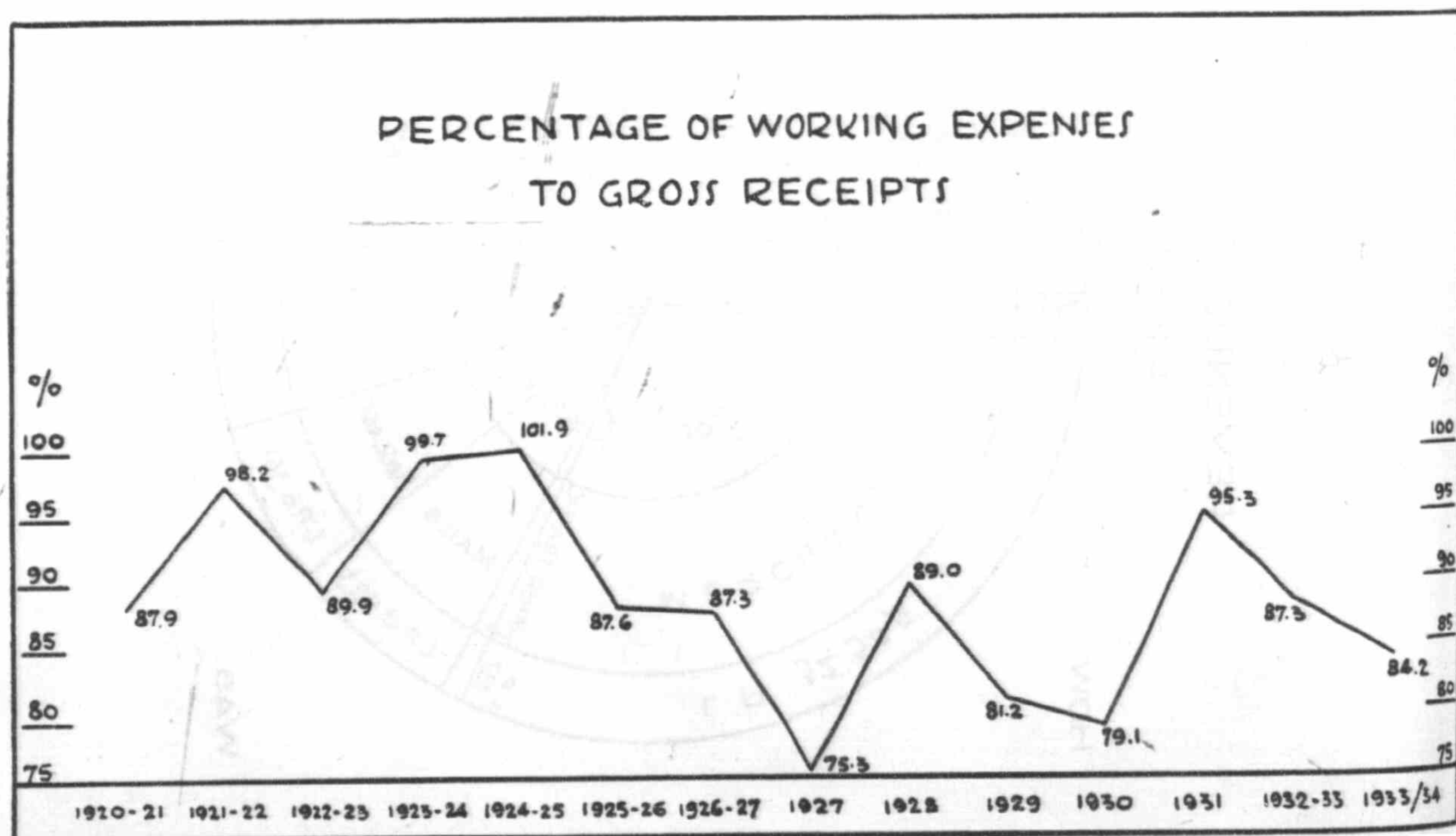
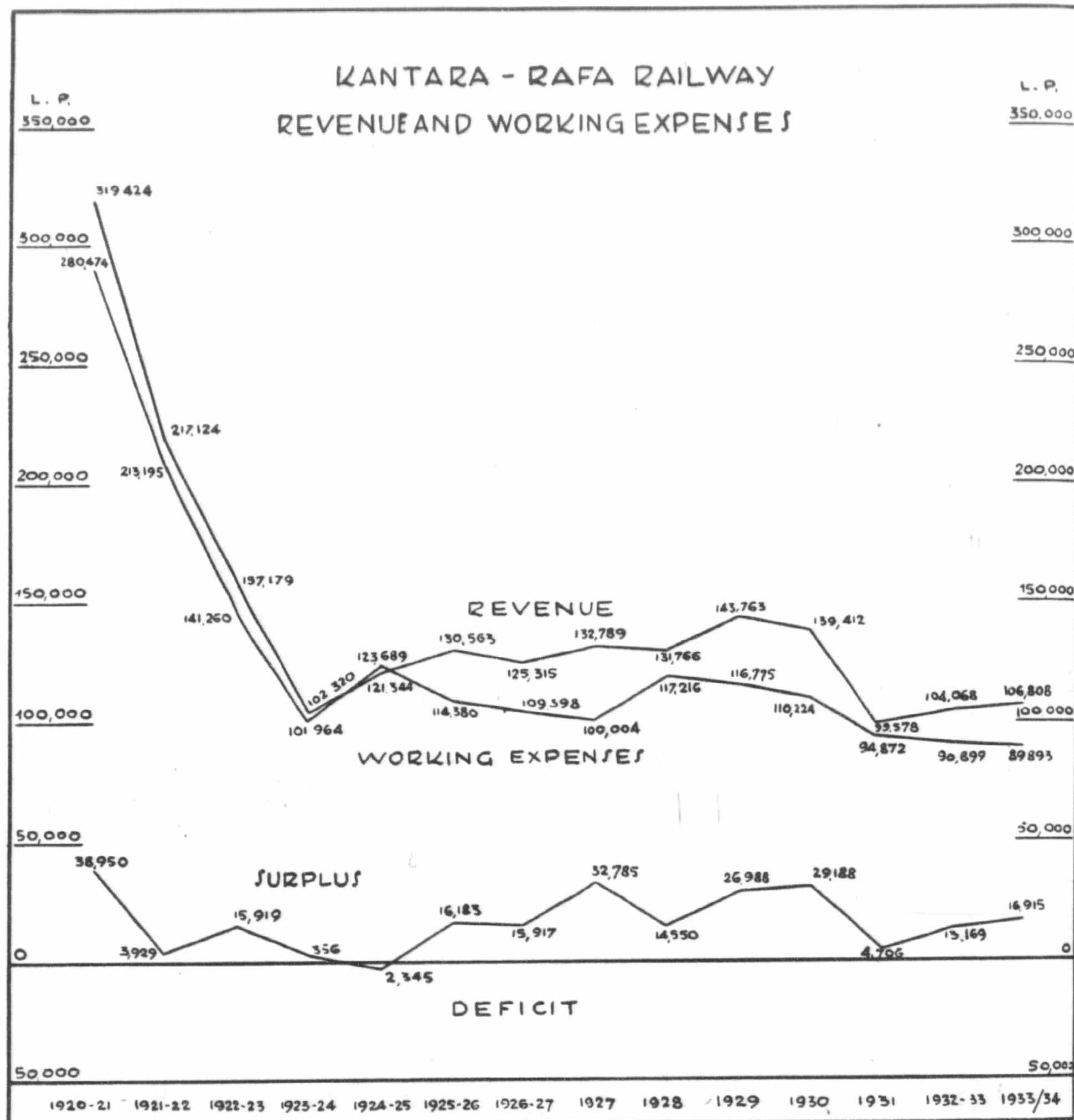
HOW

IT



WAS

SPENT



EL KANTARA-RAFAH RAILWAY.
COMPARATIVE SUMMARY OF STATISTICAL HEADS.

FOR THE YEAR ENDING 31ST MARCH, 1934,
 COMPARED WITH THE YEARS ENDING 31ST MARCH, 1933 AND 1932.

Head No.		Unit.	1933-34.	1932-33.	1931-32.
1	Gauge		4' 8½"	4' 8½"	4' 8½"
2	Route Kilometrage	Klms.	203	203	203
3	Track Kilometrage	Klms.	223	224	225
4	Gross Railway Receipts	£P.	106,808	104,068	99,107
5	Railway Working Expenditure	£P.	89,893	90,899	91,970
6	Balance of Railway Revenue Account	£P.	16,915	13,169	7,137
7	Percentage of Railway Working Expenditure to Gross Railway Receipts	%	84.1	87.3	92.7
8	Gross Railway Receipts per Route Kilometre	£P.	526	513	488
9	Railway Working Expenditure per Route Kilometre	£P.	443	448	453
10	Coaching Train Kilometrage	Klms.	149,884	149,143	150,506
11	Goods Train Kilometrage :—				
	(a) Paying	Klms.	108,714	104,404	101,800
	(b) Non-Paying	Klms.	1,800	1,266	1,502
	Total	Klms.	110,514	105,670	103,302
12	Total Train Kilometrage	Klms.	260,398	254,813	253,808
13	Engine Kilometrage	Klms.	304,816	293,547	295,986
14	Percentage of Train to Engine Kilometrage	%	85.4	86.8	85.7
15	Gross Railway Receipts per Paying Train Kilometre	Mils.	413	410	392
16	Railway Working Expenditure per Paying Train Kilometre	Mils.	347	359	364
17	Average Goods Train Load (net)	Tons.	158	162	121
18	Average Number of Vehicles per Coaching Train	No.	8.3	8.4	7.9
19	Average Number of Vehicles per Goods Train	No.	31.4	30.8	24.9
20	Number of Steam Locomotives in Stock	No.	—	—	—
21	Average Kilometrage per Steam Locomotives in Stock	Klms.	—	—	—
22	Passenger Receipts	£P.	58,298	55,426	56,281
23	Other Coaching Receipts	£P.	14,021	13,240	12,883
24	Total Coaching Receipts	£P.	72,319	68,666	69,164
25	Percentage of Coaching Receipts to Gross Receipts	%	67.7	66.0	69.8
26	Coaching Receipts per Route Kilometre	£P.	356	338	341
27	Coaching Receipt per Coaching Train Kilometre	Mils.	482	460	460
28	Number of Passenger Journeys (excluding Season Tickets)	No.	74,013	65,124	72,529
29	Average Receipt per Passenger Journey (excluding Season Tickets)	Mils.	788	851	776
30	Number of Coaching Vehicles in Stock	No.	—	—	—
31	Coaching Vehicle Kilometrage	Klms.	1,250,925	1,252,317	1,191,396
32	Average Kilometres per Coaching Vehicle in Stock	Klms.	—	—	—
33	Goods Receipts (including Live Stock)	£P.	32,545	33,915	27,541
34	Percentage of Goods Receipts to Gross Railway Receipts	%	30.4	32.6	27.8
35	Goods Receipts per Route Kilometre	£P.	160	167	135
36	Goods Receipts per Paying Goods Train Kilometre	Mils.	299	324	271
37	Tons of Goods Hauled :—				
	A. Paying	Tons.	77,107	72,010	51,050
	B. Non-Paying—(Originating)	Tons.	17,626	15,969	16,517
	Total Tonnage of Goods Hauled	Tons.	49,733	87,979	67,567

Head No.		Unit.	1933-34.	1932-33.	1931-32.
38	Average Receipts per Ton of Goods (Paying) ..	Mils.	419	467	536
39	Net Ton Kilometres of Goods :—				
	A. Paying	Ton-Klms.	13,887,016	13,396,735	9,452,851
	B. Non-Paying	Ton-Klms.	3,627,476	3,725,905	3,110,341
	Total	Ton-Klms.	17,514,492	17,122,641	12,563,192
40	Average Receipt per Ton Kilometre (Paying) ..	Mils.	2.3	2.5	2.9
41	Average Length of Haul of Paying Traffic ..	Klms.	180	186	185
42	Number of Goods Vehicles in Stock	No.	—	—	—
43	Loaded Goods Vehicles Kilometrage	Klms.	2,298,990	2,124,721	1,642,179
44	Empty Goods Vehicle Kilometrage	Klms.	1,170,157	1,132,226	929,616
45	Total Goods Vehicle Kilometrage	Klms.	3,469,147	3,256,947	2,571,795
46	Percentage of Empty to Total Goods Vehicle Kilometrage	%	33.7	34.8	36.2
47	Average Load per Loaded Vehicle	Tons.	7.6	8.1	7.6
48	Average Kilometres per Goods Vehicle in stock	Klms.	—	—	—

EL KANTARA-RAFAH RAILWAY.
RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT.
AS AT 31ST MARCH, 1934.

Expenditure.				Receipts.	
PARTICULARS.	Wickham Valuation.	Investment by Palestine Government.	Total.	PARTICULARS.	Total.
	£P.	£P.	£P.		£P.
To Construction of Way, Stations, etc.	739,174	20,957	760,131	By His Majesty's Government (Wickham Valuation)	739,174
„ Balance	—	—	Nil	„ Palestine Government :—	
				Loan £P. 2,541	20,957
				Capital Improvements (Abstract “ F ”) £P.18,416	
			760,131		760,131

KANTARA-RAFAH RAILWAY.

DR.		NET REVENUE ACCOUNT, YEAR ENDED 31ST MARCH, 1934.		CR.
	£P. Mils.		£P. Mils.	
To Transfer to Kantara-Rafah Railway Renewals (Special) Fund ..	8,457·401	By Surplus during year ended 31st March, 1934	16,914·802	
To Palestine Railway Revenue Account	8,457·401			
	16,914·802		16,914·802	

DR.		RENEWALS (SPECIAL) FUND AS AT 31ST MARCH, 1934.		CR.
To Provision of New Station Building at Rafah	805·843	By Balance as at 1st April, 1933	70,443·141	
To Elimination of Curves	6,897·699	By Adjustment in respect of value of second hand materials	325·500	
To Renewal of Water Supply at El Kantara	3,317·440	By One moiety of Net Earnings of year 1933-34	8,457·401	
Balance Carried Forward	68,205·060			
	79,226·042		79,226·042	

LIABILITIES.		GENERAL BALANCE SHEET AS AT 31ST MARCH, 1934.		ASSETS.
Kantara-Rafah Railway Renewals (Special) Fund.. .. .	68,205·060	Amount due by Palestine Railway	68,205·060	

EL KANTARA-RAFAH RAILWAY.

REVENUE AND EXPENDITURE ACCOUNT.

FOR THE YEAR ENDING 31ST MARCH, 1934, COMPARED WITH THE YEARS ENDING 31ST MARCH, 1933 AND 1932.

Expenditure.					Revenue.					
Abstract.	HEADS.	Year.	Amount £P.	% of Total Receipts.	Remarks.	HEADS.	Year.	Amount £P.	% of Total Receipts.	Remarks.
A. To Maintenance and Renewals of Ways and Works		1933-34 1932-33 1931-32	25,055 26,562 26,521	23·5 25·5 26·8	For details see page 75.	By Passenger Train Traffic Receipts ..	1933-34 1932-33 1931-32	72,319 68,666 69,164	67·7 66·0 69·8	For details see page 72.
B. Maintenance and Renewals of Engines and Rolling Stock ..		1933-34 1932-33 1931-32	18,648 16,191 17,691	17·4 15·6 17·8	For details see page 76.	Goods Train Traffic Receipts ..	1933-34 1932-33 1931-32	32,545 33,915 27,541	30·5 32·5 27·8	Do.
C. Transportation		1933-34 1932-33 1931-32	20,108 21,083 22,412	18·8 20·2 22·6	For details see page 77.					
D. General Charges		1933-34 1932-33 1931-32	26,082 27,063 25,346	24·5 26·0 25·6	For details see page 79.	Miscellaneous Receipts	1933-34 1932-33 1931-32	1,944 1,487 2,402	1·8 1·5 2·4	Do.
Total Working Expenses		1933-34 1932-33 1931-32	89,893 90,899 91,970	84·2 87·3 92·8						
Surplus or Deficit		1933-34 1932-33 1931-32	16,915 13,169 7,137	15·8 12·7 7·2						
TOTAL		1933-34 1932-33 1931-32	106,808 104,068 99,107	100·0 100·0 100·0		TOTAL	1933-34 1932-33 1931-32	106,808 104,068 99,107	100·0 100·0 100·0	

EL KANTARA-RAFAH RAILWAY.

REVENUE FOR THE YEAR ENDING 31ST MARCH, 1934.

COMPARED WITH THE YEARS ENDING 31ST MARCH, 1933 AND 1932.

SUB-HEAD OF REVENUE.	1933-34.		1932-33.		1931-32.	
	Amount £P.	% of Total.	Amount £P.	% of Total.	Amount £P.	% of Total.
ORDINARY PASSENGERS (Single and Return Fares) :—						
1st class	7,152	6·7	7,244	7·0	5,981	6·0
2nd class	9,715	9·1	8,534	8·2	8,927	9·0
3rd class	17,613	16·5	19,119	18·4	20,163	20·4
Total Ordinary Passengers	34,480	32·3	34,897	33·6	35,071	35·4
TOURISTS :—						
1st class	12,045	11·3	9,961	9·6	10,801	10·9
2nd class	9,970	9·2	8,282	8·0	8,653	8·7
3rd class	1,819	1·7	2,283	2·1	1,740	1·8
Total Tourists	23,834	22·2	20,526	19·7	21,194	21·4
SEASON TICKETS	16	—	3	—	16	—
Total Receipts from Passengers ..	58,298	54·5	55,426	53·3	56,281	56·8
Baggage, Perishables, etc	6,361	6·0	5,748	5·5	4,750	4·8
Mails	6,923	6·5	6,923	6·7	6,922	7·0
Other Traffic by Passenger Train ..	737	·7	569	·5	1,211	1·2
Total Passenger Train Traffic	72,319	67·7	68,666	66·0	69,164	69·8
Merchandise	32,329	30·3	33,654	32·3	27,369	27·6
Live Stock	216	·2	261	·3	172	·2
Total Goods Train Traffic	32,545	30·5	33,915	32·6	27,541	27·8
TOTAL TRAFFIC RECEIPTS	104,864	98·2	102,581	98·6	96,705	97·6
Demurrage and Storage	36	·1	50	—	41	—
Rents	305	·3	454	·5	543	·6
Sales	1,009	·8	215	·2	1,133	1·1
Unclassified	594	·6	768	·7	685	·7
Total Miscellaneous Receipts	1,944	1·8	1,487	1·4	2,402	2·4
TOTAL REVENUE	106,808	100·0	104,068	100·0	99,107	100·0

EL KANTARA-RAFAH RAILWAY.

PASSENGER TRAFFIC AND RECEIPTS,

FOR THE YEAR ENDING 31ST MARCH, 1934, AS COMPARED WITH THE YEARS ENDING 31ST MARCH, 1933 AND 1932.

Class of Passengers.	1933-34.			1932-33.			1931-32.		
	Number of Passenger Journeys.	Receipts. £P.	Average Receipt per Passenger Journey. Mils.	Number of Passenger Journeys.	Receipts. £P.	Average Receipt per Passenger Journey. Mils.	Number of Passenger Journeys.	Receipts. £P.	Average Receipt per Passenger Journey. Mils.
ORDINARY :—									
1st Class	4,569	7,152	1,565	3,297	7,244	2,197	4,073	5,981	1,468
2nd Class	8,867	9,715	1,096	6,194	8,534	1,378	8,241	8,927	1,083
3rd Class	37,857	17,613	465	36,405	19,119	525	41,030	20,163	491
Total Ordinary	51,293	34,480	672	45,896	34,897	760	53,344	35,071	657
TOURISTS :—									
1st Class	7,380	12,045	1,632	5,768	9,961	1,727	6,350	10,801	1,701
2nd Class	10,332	9,970	965	8,490	8,282	976	8,850	8,653	978
3rd Class	5,008	1,819	363	4,970	2,283	459	3,985	1,740	437
Total Tourists	22,720	23,834	1,053	19,228	20,526	1,067	19,185	21,194	1,105
TOTAL	74,013	58,314	788	65,124	55,423	851	72,529	56,265	776
	Equivalent Number of Annual Tickets.	Estimated Number of Passenger Journeys.		Equivalent Number of Annual Tickets.	Estimated Number of Passenger Journeys.		Equivalent Number of Annual Tickets.	Estimated Number of Passenger Journeys.	
SEASON TICKET HOLDERS :—									
1st Class	—	—	16	—	—	—	0.1	75	16
2nd Class	—	—	—	—	—	—	—	—	—
3rd Class	—	—	—	—	—	—	—	—	—
TOTAL	—	—	16	—	—	—	0.1	75	213
GRAND TOTAL	—	74,013	58,298	—	65,124	55,423	—	72,604	56,281

EL KANTARA-RAFAH RAILWAY.

STATEMENT OF REVENUE FOR THE YEAR ENDING 31ST MARCH, 1934, AS COMPARED WITH THE YEARS ENDING 31ST MARCH, 1933 AND 1932.
TRAFFIC ORIGINATING AT EL KANTARA-RAFAH RAILWAY STATIONS.

				OUTWARDS.										INWARDS.						
				COACHING TRAFFIC.				GOODS TRAFFIC.						Total Pass'ger & Goods Receipts.	GOODS TRAFFIC.					
				Passengers.		Baggage, Perishable, etc.		Other Pass. Traffic	Total.	Merchandise.		Live Stock.			Total	Merchandise.		Live Stock.		Total.
				No.	£P.	Tons.	£P.	£P.	£P.	Tons.	£P.	No.	£P.		£P.	£P.	Tons.	£P.	No.	£P.
EL KANTARA	1933-34	37,038	48,321	239	1,693	1,020	51,034	1,886	1,222	113	47	1,269	52,303	365	256	427	386	642		
	1932-33	27,995	39,297	265	1,717	741	41,755	969	754	111	30	784	42,539	234	144	238	182	326		
	1931-32	27,205	39,810	402	1,768	1,179	42,757	797	834	256	45	879	43,636	394	329	256	240	569		
ROMANAH	1933-34	747	149	—	2	—	151	213	163	—	—	163	314	537	257	5	3	260		
	1932-33	641	119	3	2	—	121	188	177	2	—	177	298	640	301	1	—	301		
	1931-32	926	173	3	3	—	176	165	136	6	—	136	312	502	261	10	3	264		
BIR EL ABD	1933-34	663	157	—	1	—	158	457	378	1	—	378	536	540	223	—	—	223		
	1932-33	571	138	1	3	1	142	358	322	2	—	322	464	593	285	—	—	285		
	1931-32	618	132	—	—	1	133	477	350	1	1	351	484	392	180	—	—	180		
MISSFAK	1933-34	56	9	—	—	—	9	8	7	—	—	7	16	11	4	—	—	4		
	1932-33	155	27	1	—	1	28	35	18	—	—	18	46	49	25	—	—	25		
	1931-32	270	56	3	5	1	62	212	135	—	—	135	197	47	31	3	—	31		
MAZAR	1933-34	400	76	24	31	2	109	455	223	2	—	223	332	97	43	8	1	44		
	1932-33	391	66	50	66	—	132	15	15	1	—	15	147	79	41	1	—	41		
	1931-32	425	78	33	47	—	125	24	25	3	—	25	150	38	18	—	—	18		
EL ARISH	1933-34	6,434	3,099	51	254	18	3,371	4,272	2,072	30	17	2,089	5,460	10,227	5,838	59	15	5,853		
	1932-33	6,600	3,688	39	248	38	3,974	930	1,348	119	62	1,410	5,384	7,420	5,053	219	81	5,134		
	1931-32	7,223	3,773	63	242	15	4,030	642	862	11	5	867	4,897	4,719	3,509	251	37	3,546		
RAFAH	1933-34	1,354	343	1	2	—	345	655	283	—	—	283	628	2,879	1,003	17	9	1,012		
	1932-33	1,120	297	—	—	—	297	653	298	—	—	298	595	1,893	609	2	1	610		
	1931-32	1,235	324	—	4	—	328	1,587	695	—	—	695	1,023	376	266	—	—	266		
TOTAL	1933-34	46,692	52,154	315	1,983	1,040	55,177	7,946	4,348	146	64	4,412	59,589	14,656	7,624	516	414	8,038		
	1932-33	37,473	43,632	359	2,036	781	46,449	3,148	2,932	235	92	3,024	49,473	10,908	6,458	461	264	6,722		
	1931-32	37,902	44,346	504	2,069	1,196	47,611	3,904	3,037	277	51	3,088	50,699	6,468	4,594	520	280	4,874		

PLATFORM AND LAVATORY TICKETS (EXCLUDING SEASON TICKETS).

KANTARA 1933-34	.. .. .	No. 1236,	.. .. .	£P.6.
1932-33	.. .. .	No. 1,149	.. .. .	£P.6.
1931-32	.. .. .	No. 974	.. .. .	£P.5.

EL KANTARA-RAFAH RAILWAY.

ABSTRACT "A."

MAINTENANCE AND RENEWALS OF WAYS AND WORKS,

FOR THE YEAR ENDING 31ST MARCH, 1934, AS COMPARED WITH THE YEARS ENDING 31ST MARCH, 1933 AND 1932.

CLASSIFICATION.	1933-34.			1932-33.			1931-32.		
	Amount.	Percentage of Gross Receipts.	Per Kilo. of Line Open.	Amount.	Percentage of Gross Receipts.	Per Kilo. of Line Open.	Amount.	Percentage of Gross Receipts.	Per Kilo. of Line Open.
	£P.	%	£P.	£P.	%	£P.	£P.	%	£P.
I. PERSONAL EMOLUMENTS	3,972	3·8	20	3,261	3·1	16	3,634	3·7	18
II. MAINTENANCE OF ROADS, BRIDGES & WORKS.									
Wages	469	·4	2	792	·8	4	489	·5	3
Materials	387	·4	2	634	·6	3	282	·3	2
III. MAINTENANCE OF PERMANENT WAY.									
Wages	11,380	10·7	56	10,865	10·4	54	11,002	11·1	54
Materials	6,156	5·8	30	8,657	8·3	43	9,738	9·8	48
IV. MAINTENANCE OF STATIONS, BUILDINGS, TOOLS & PLANT.									
Wages	1,318	1·2	6	1,203	1·2	6	662	·7	3
Materials	1,226	1·1	6	1,016	1·0	5	596	·6	3
V. MAINTENANCE OF SIGNALLING & INTERLOCKING.									
Wages	124	·1	1	98	·1	—	98	·1	—
Materials	23	—	—	36	—	—	20	—	—
TOTAL ABSTRACT "A" ..	25,055	23·5	123	26,562	25·5	131	26,521	26·8	131

EL KANTARA-RAFAH RAILWAY.

ABSTRACT "B."

MAINTENANCE AND RENEWALS OF LOCOMOTIVES AND ROLLING STOCK,
FOR THE YEAR ENDING 31ST MARCH, 1934, AS COMPARED WITH THE YEARS ENDING 31ST MARCH, 1933 AND 1932.

CLASSIFICATION.	1933-34.			1932-33.			1931-32.		
	Amount.	Percentage of Gross Receipts.	Per Engine Car or Vehicle Klm.	Amount.	Percentage of Gross Receipts.	Per Engine Car or Vehicle Klm.	Amount.	Percentage of Gross Receipts.	Per Engine Car or Vehicle Klm.
	£P.	%	Mils.	£P.	%	Mils.	£P.	%	Mils.
A. PERSONAL EMOLUMENTS	1,901	1·8	6·2	1,929	1·9	6·5	2,061	2·1	6·9
B. OTHER CHARGES :—									
Maintenance of Locomotives :—									
Labour	7,749	7·3	25·4	6,756	6·5	23·1	8,015	8·1	27·1
Materials	2,592	2·4	8·5	1,976	1·9	6·7	2,477	2·5	8·3
Maintenance of Drewry Cars :—									
Labour	10	—	3·4	13	—	5·2	21	—	5·3
Materials	5	—	1·7	18	—	7·2	13	—	3·3
Maintenance of Coaching Station :—									
Labour	1,710	1·6	1·4	1,296	1·3	1·0	1,441	1·4	1·2
Materials	883	0·8	0·7	494	0·5	0·4	527	0·5	0·4
Maintenance of Wagon Stock :—									
Labour	1,831	1·7	0·6	1,740	1·7	0·6	1,619	1·6	0·8
Materials	782	0·7	0·3	882	0·8	0·3	583	0·6	0·3
Electrical Services :—									
Labour	375	0·4	—	440	0·4	—	389	0·4	—
Materials	810	0·7	—	647	0·6	—	545	0·6	—
Total other Charges	16,747	15·6	—	14,262	13·7	—	15,630	15·7	—
TOTAL ABSTRACT "B"	18,648	17·4	—	16,191	15·6	—	17,691	17·8	—

EL KANTARA-RAFAH RAILWAY.

ABSTRACT "C."

TRANSPORTATION EXPENSES

FOR THE YEAR ENDING 31ST MARCH, 1934, AS COMPARED WITH THE YEARS ENDING 31ST MARCH, 1933 AND 1932.

CLASSIFICATION.	1933-34.				1932-33.				1931-32.			
	Amount.	Percentage of Gross Receipts.	Per Engine or Car Kilom.	Per Train Kilom.	Amount.	Percentage of Gross Receipts.	Per Engine or Car Kilom.	Per Train Kilom.	Amount.	Percentage of Gross Receipts.	Per Engine or Car Kilom.	Per Train Kilom.
	£P.	%	Mils.	Mils.	£P.	%	Mils.	Mils.	£P.	%	Mils.	Mils.
A. PERSONAL EMOLUMENTS	5,186	4·9	17·0	20·0	5,015	4·8	17·1	19·8	5,509	5·6	18·6	21·8
B. OTHER CHARGES :— Expenses in connection with the running of Locomotives and Cars.												
I. Steam Train Locomotives.												
(a) Wages of Engine and Shed Staff ..	2,224	2·1	7·3	8·6	3,230	3·1	11·0	12·7	3,512	3·5	11·9	13·9
(b) Fuel :—												
Labour	143	0·1	0·5	0·6	140	0·1	0·5	0·6	191	0·2	0·6	0·8
Materials	6,460	6·1	21·2	25·0	6,727	6·5	22·9	26·5	7,135	7·2	24·1	28·3
(c) Water Supply :—												
Labour	1,178	1·1	3·9	4·6	384	0·4	1·3	1·5	399	0·4	1·3	1·6
Materials	1,121	1·0	3·7	4·3	684	0·6	2·3	2·7	545	0·6	1·8	2·2
(d) Lubricants, Waste, Tallow	227	0·2	0·7	0·9	265	0·3	0·9	1·0	267	0·3	0·9	1·1
II. Drewry Cars.												
Labour	26	—	8·9	—	41	—	16·5	—	86	0·1	21·8	—
Fuel	14	—	4·8	—	12	—	4·9	—	27	—	6·8	—
Other Materials	2	—	0·7	—	4	—	1·6	—	7	—	1·7	—
III. Cleansing, Lubricating, Lighting, and Examination of Vehicles												
Labour	620	0·6	—	2·4	797	0·8	—	3·1	747	0·8	—	2·9
Materials	150	0·1	—	0·6	122	0·1	—	0·5	116	0·1	—	0·5

ABSTRACT "C"—continued.

CLASSIFICATION.	1933-34.				1932-33.				1931-32.			
	Amount.	Percentage of Gross Receipts.	Per Engine or Car Kilom.	Per Train Kilom.	Amount.	Percentage of Gross Receipts.	Per Engine or Car Kilom.	Per Train Kilom.	Amount.	Percentage of Gross Receipts.	Per Engine or Car Kilom.	Per Train Kilom.
	£P.	%	Mils.	Mils.	£P.	%	Mils.	Mils.	£P.	%	Mils.	Mils.
B. OTHER CHARGES—continued.												
IV. Fire Protection.												
Labour	—	—	—	—	—	—	—	—	—	—	—	—
Materials	1	—	—	—	2	—	—	—	4	—	—	—
Total—Labour	4,191	3·9	—	—	4,592	4·4	—	—	4,935	5·0	—	—
Materials	7,975	7·4	—	—	7,816	7·5	—	—	8,101	8·2	—	—
EXPENSES CONNECTED WITH STATIONS AND MOVEMENTS OF TRAINS AND TRAFFIC OTHER THAN LOCOMOTIVE EXPENSES.												
Station Staff	1,498	1·4	—	5·8	2,211	2·1	—	8·7	2,532	2·5	—	10·0
Traffic and Train Staff	785	0·7	—	3·0	969	0·9	—	3·8	872	0·9	—	3·5
Wagon Covers and Ropes	66	0·1	—	0·2	62	—	—	0·2	69	—	—	0·2
Porterage	403	0·4	—	1·6	418	0·4	—	1·7	404	0·4	—	1·6
Total—Labour	2,686	2·5	—	10·4	3,598	3·4	—	14·2	3,808	3·8	—	15·1
Materials	66	0·1	—	0·2	62	—	—	0·2	59	—	—	0·2
Running Right Charges	4	—	—	—	—	—	—	—	—	—	—	—
Total Other Charges	14,922	13·9	—	—	16,068	15·4	—	—	16,903	17·0	—	—
TOTAL ABSTRACT "C"	20,108	18·8	—	—	21,083	20·2	—	—	22,412	22·6	—	—

EL KANTARA-RAFAH RAILWAY.

ABSTRACT "D."

GENERAL CHARGES.

FOR THE YEAR ENDING 31ST MARCH, 1934, AS COMPARED WITH THE YEARS ENDING 31ST MARCH, 1933 AND 1932.

CLASSIFICATION.	1933-34.				1932-33.				1931-32.			
	Amount.	Percentage of Gross Receipts.	Per Train Kilom.	Per Kilo. of Line Open.	Amount.	Percentage of Gross Receipts.	Per Train Kilom.	Per Kilo. of Line Open.	Amount.	Percentage of Gross Receipts.	Per Train Kilom.	Per Kilo. of Line Open.
	£P.	%	Mils.	£P.	£P.	%	Mils.	£P.	£P.	%	Mils.	£P.
A. PERSONAL EMOLUMENTS :—												
I. General Manager	1,131	1.1	4.4	6	987	0.9	3.8	5	1,048	1.1	4.2	5
II. Chief Accountant	2,723	2.5	10.5	13	2,502	2.4	9.9	12	2,783	2.8	11.0	14
III. Stores Superintendent	1,215	1.1	4.7	6	1,133	1.1	4.5	6	1,276	1.3	5.0	6
Total Personal Emoluments ..	5,069	4.7	19.6	25	4,622	4.4	18.2	23	5,107	5.2	20.2	25
B. OTHER CHARGES :—												
Cost of Living Allowances	551	0.5	2.1	3	547	0.5	2.2	3	953	1.0	3.8	5
Travelling Allowances	143	0.1	0.6	1	136	0.2	0.5	1	130	0.1	0.5	1
Assisted Passages and Repatriation of Retrenched Staff ..	187	0.2	0.7	1	119	0.1	0.5	1	59	0.1	0.2	—
House Allowances	106	0.1	0.4	1	82	0.1	0.3	—	62	0.1	0.3	—
Equipment and Furniture	118	0.1	0.5	1	215	0.2	0.8	1	280	0.3	1.1	2
Printing, Stationery, Advertising, and Publicity	487	0.4	1.9	2	413	0.4	1.6	2	597	0.6	2.4	3
Uniforms	100	0.1	0.4	—	97	0.4	0.4	—	132	0.1	0.5	1
Losses and Depreciation of Stores	21	—	—	—	12	—	—	—	20	—	0.1	—
Compensation, Pensions, and Gratuities	820	0.8	3.2	4	1,186	1.1	4.8	6	413	0.4	1.6	2
Rent of Building and Land	1,102	1.1	4.3	5	1,118	1.0	4.5	6	834	0.8	3.3	4
Entertainment of Official Guests	—	—	—	—	—	—	—	—	2	—	—	—
Contingencies	15	—	—	—	12	—	—	—	44	0.1	0.2	—
Medical Services	406	0.4	1.6	2	402	0.4	1.6	2	370	0.4	1.4	2
Posts and Telegraphs Services	2,000	2.0	7.7	10	1,963	1.9	7.8	10	2,185	2.2	8.7	10
Colonial Audit Services	419	0.4	1.6	2	391	0.4	1.5	2	397	0.4	1.5	2
Hire of Rolling Stock	14,401	13.5	55.7	71	15,621	15.0	61.6	77	13,761	13.8	54.6	68
Landing Charges	137	0.1	0.5	1	127	0.2	0.5	—	—	—	—	—
Total Other Charges	21,013	19.8	81.2	104	22,441	21.6	88.6	111	20,239	20.4	80.2	100
TOTAL ABSTRACT "D"	26,082	24.5	100.8	129	27,063	26.0	106.8	134	25,346	25.6	100.4	125

EL KANTARA-RAFAH RAILWAY.

KILOMETRAGE OF LINES OPEN FOR TRAFFIC AS AT 31ST MARCH, 1934.

NAME OF SECTION.	RUNNING LINES.				Sidings Reduced to Single Track.	Total Single Tracks including Sidings.
	Length of Road.			Total Klms. Reduced to Single Track.		
	First Track.	Second Track.	Over two Tracks.			
	Klms.	Klms.	Klms.	Klms.	Klms.	Klms.
STANDARD GAUGE. El Kantara-Rafah	203·032	—	—	203·032	19·801	222·833

EL KANTARA-RAFAH RAILWAY.

TRAIN AND ENGINE KILOMETRAGE,

FOR THE YEAR ENDING 31ST MARCH, 1934, COMPARED WITH THE YEARS ENDING 31ST MARCH, 1933 AND 1932.

YEAR.	PAYING TRAIN KILOMETRES.				Shunting, etc. Kilometres	Service Kilometres.	Shunting and Service.		Total Engine Kilometres.
	Coaching.	Goods.	Mixed.	Total.			% of Total Engine Klms.		
1933-34. ..	149,884	108,714	—	258,598	44,418	1,800		15·1	304,816
1932-33. ..	149,143	104,404	—	253,547	38,734	1,266		13·6	293,547
1931-32. ..	150,506	101,800	—	252,306	42,178	1,502		14·8	295,986

EL KANTARA-RAFAH RAILWAY.

VEHICLE KILOMETRAGE

FOR THE YEAR ENDING 31ST MARCH, 1934, COMPARED WITH THE YEARS ENDING 31ST MARCH, 1933 AND 1932.

Year.	Passenger Vehicles Kilometres.	WAGON KILOMETRAGE—PAYING TRAFFIC.				Service Vehicle Kilometres.	Grand Total Kilometres.	Average Number of Vehicles per Train.
		Loaded.	Empty.	Total.	% of Empty to Total.			
1933-34 ..	1,250,925	1,959,637	943,924	2,903,561	32·5	565,586	4,720,072	18·1
1932-33 ..	1,252,317	1,789,686	908,870	2,698,556	33·7	558,391	4,509,264	17·7
1931-32 ...	1,191,396	1,301,580	702,550	2,004,130	35·1	567,665	3,763,191	14·8

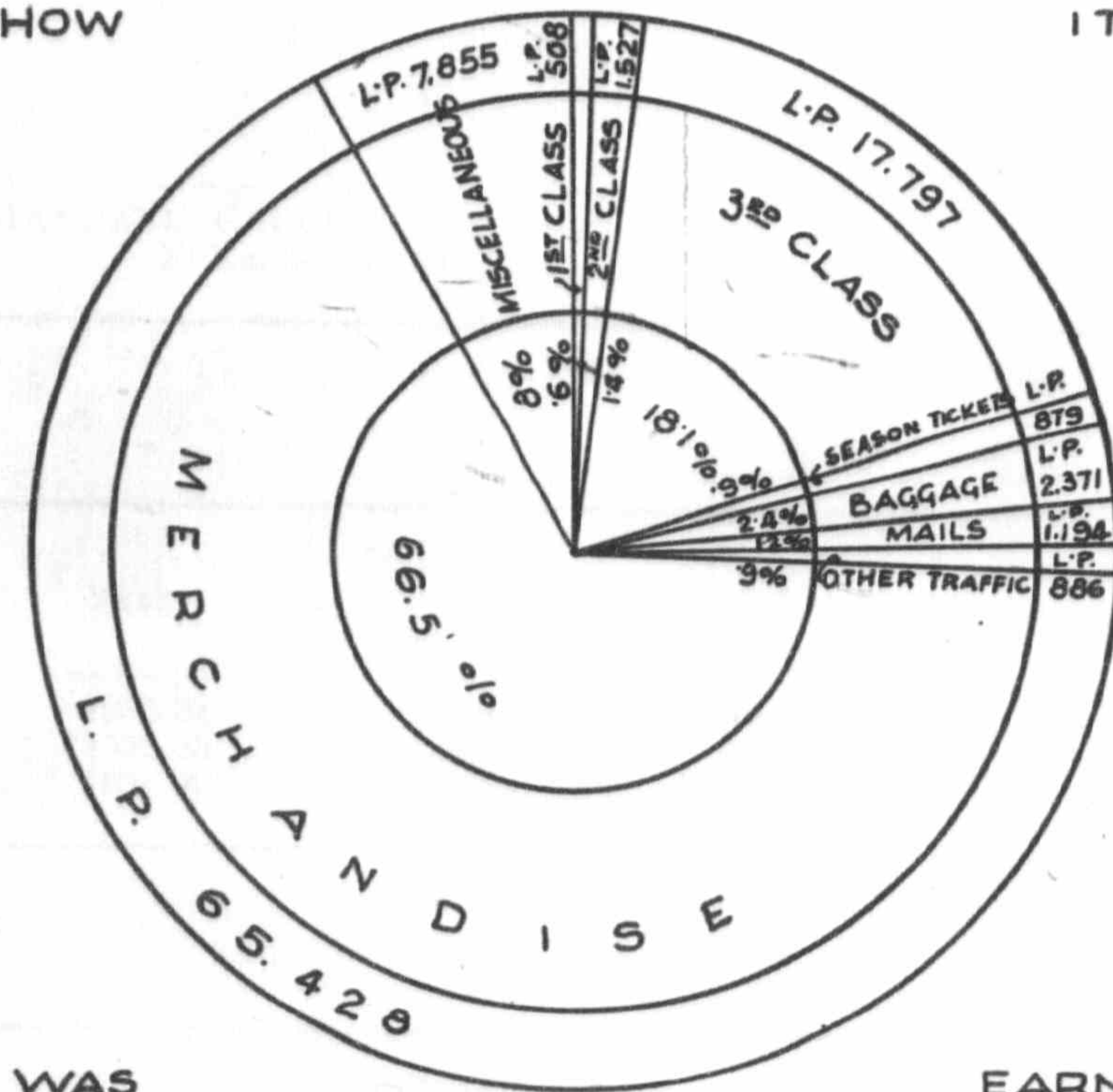
NOTE.—Brake Van Kilometrage not included.

HIJAZ RAILWAY

REVENUE 1933/34
L.P. 98.445

HOW

IT



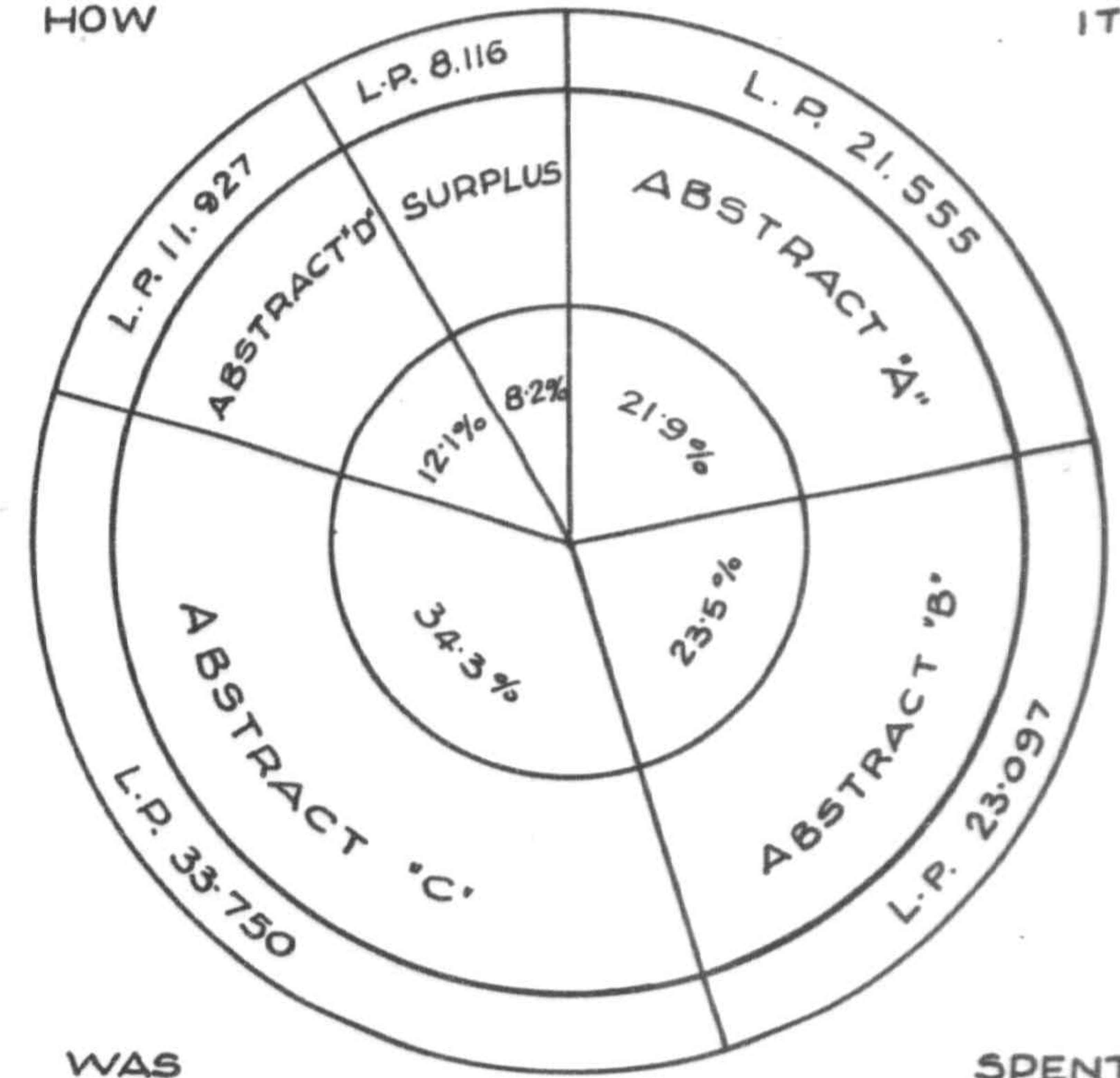
WAS

EARNED

REVENUE 1933/34
L.P. 98.445

HOW

IT



WAS

SPENT

NOT INCLUDED IN ABOVE

ABSTRACT "F" 3,128

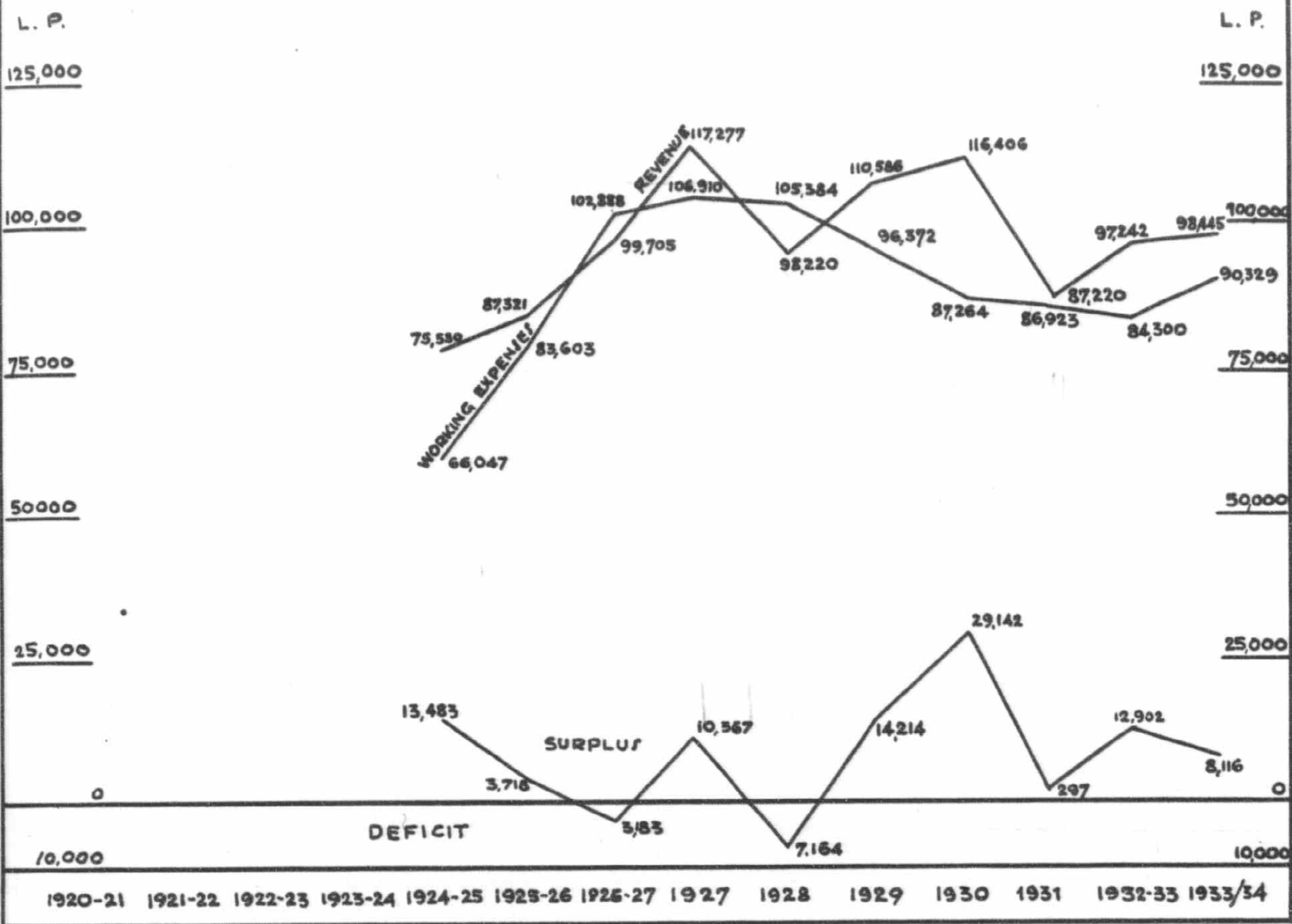
DEFICIT FOR
PREVIOUS YEAR

48,567
51,715

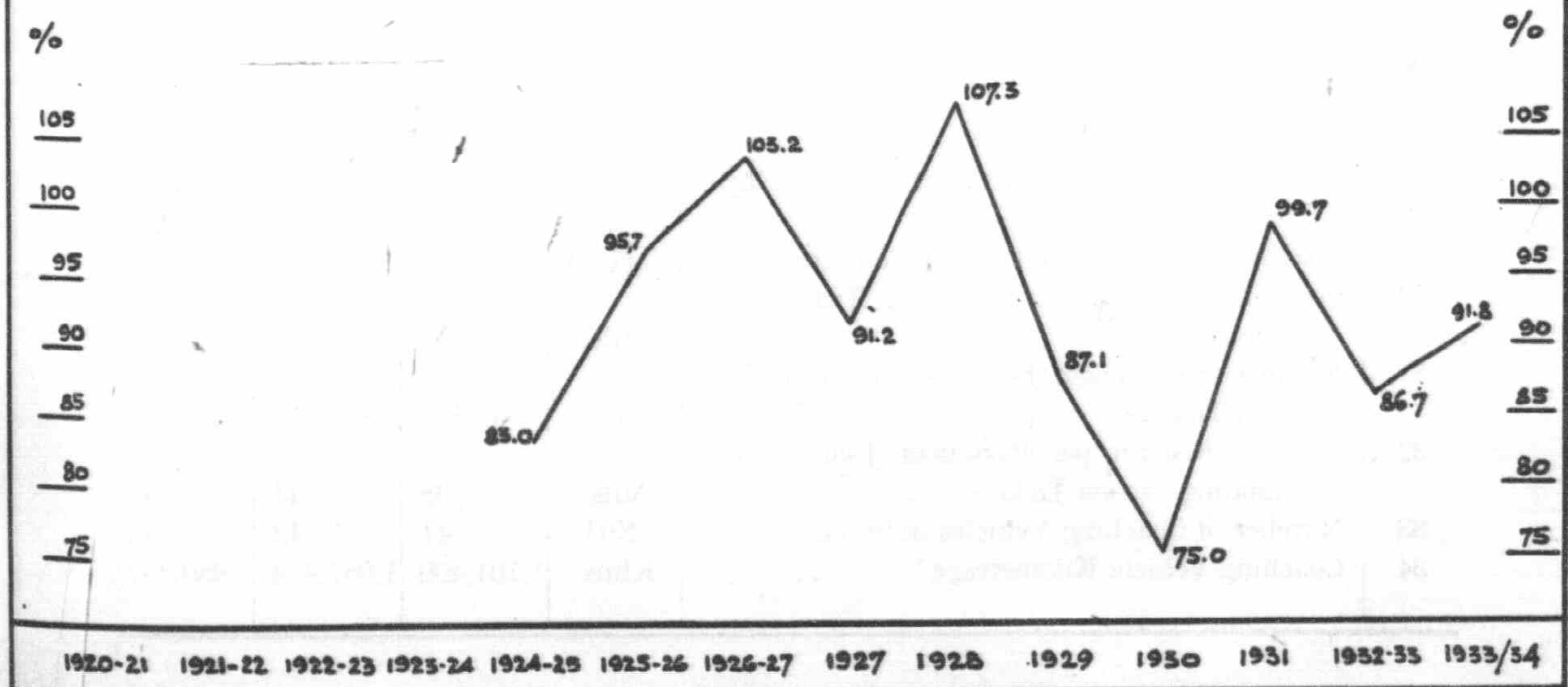
THE SURPLUS
WORKING AVAILABLE
DEFICIT

8,116
43,599

HIJAZ RAILWAY REVENUE AND WORKING EXPENSES



PERCENTAGE OF WORKING EXPENSES TO GROSS RECEIPTS



HIJAZ RAILWAY.

COMPARATIVE SUMMARY OF STATISTICAL HEADS

FOR THE YEAR ENDING 31ST MARCH, 1934,

COMPARED WITH THE YEARS ENDING 31ST MARCH, 1933 AND 1932.

Head No.		Unit.	1933-34.	1932-33.	1931-32.
1	Gauge		105 c.m.	105 c.m.	105 c.m.
2	Route Kilometrage	Klms.	467	467	475
3	Track Kilometrage	Klms.	515	513	524
4	Gross Railway Receipts	£P.	98,445	97,242	85,031
5	Railway Working Expenditure	£P.	90,329	84,340	86,621
6	Balance of Railway Revenue Account	£P.	8,116	12,902	1,590
7	Percentage of Railway Working Expenditure to Gross Railway Receipts	%	91·8	86·7	101·9
8	Capital Expenditure from Railway Revenue	£P.	3,128	16,313	89
9	Capital Expenditure per Route Kilometre	£P.	7	35	—
10	Deficit from previous years	£P.	48,587	—	—
11	Gross Railway Receipts per Route Kilometre	£P.	211	208	179
12	Railway Working Expenditure per Route Kilometre	£P.	193	181	182
13	Coaching Train Kilometrage :—				
	(a) Coaching Train Kilometres, including proportion of mixed	Klms.	150,159	121,026	108,564
	(b) Sentinel Cammell Cars	Klms.	88,734	96,294	107,518
	Total Coaching Train Kilometrage	Klms.	238,893	217,320	216,082
14	Goods Train Kilometrage :—				
	(a) Paying, including proportion of mixed	Klms.	225,742	222,192	194,802
	(b) Non-Paying	Klms.	1,291	2,981	1,333
	Total Goods Train Kilometrage	Klms.	227,033	225,173	196,135
15	Total Train Kilometrage	Klms.	465,926	442,493	412,217
16	Engine Kilometrage	Klms.	579,983	532,032	512,171
17	Percentage of Train to Engine Kilometrage	%	80·3	83·2	80·4
18	Gross Railway Receipts per Paying Train Kilometre	Mils.	212	221	207
19	Railway Working Expenditure per Paying Train Kilometre	Mils.	194	192	210
20	Average Goods Train Load (net)	Tons.	56	57	56
21	Average Number of Vehicles per Coaching Train	No.	7·3	8·7	8·7
22	Average Number of Vehicles per Goods Train	No.	11·2	12·0	10·4
23	Number of Steam Locomotives in Stock	No.	53	53	53
24	Average Kilometrage per Steam Locomotive in Stock	Klms.	10,943	10,038	9,663
25	Passenger Receipts	£P.	20,711	20,095	22,592
26	Other Coaching Receipts	£P.	4,451	4,358	4,710
27	Total Coaching Receipts	£P.	25,162	24,453	27,302
28	Percentage of Coaching Receipts to Gross Railway Receipts	%	25·6	25·1	32·1
29	Coaching Receipts per Route Kilometre	£P.	53	52	57
30	Coaching Receipts per Coaching Train Kilometre	Mils.	105	113	126
31	Number of Passenger Journeys (excluding Season Tickets)	No.	547,507	448,674	505,030
32	Average Receipt per Passenger Journey (excluding Season Tickets)	Mils.	38	44	43
33	Number of Coaching Vehicles in Stock	No.	41	43	43
34	Coaching Vehicle Kilometrage	Klms.	1,101,400	1,057,424	950,437

Head No.		Unit.	1933-34.	1932-33.	1931-32.
35	Average Kilometres per Coaching Vehicle in Stock	Klms.	26,863	24,591	22,103
36	Goods Receipts (including Live Stock) ..	£P.	65,428	65,244	57,575
37	Percentage of Goods Receipts to Gross Railway Receipts	%	66.4	67.1	67.7
38	Goods Receipts per Route Kilometre	£P.	140	140	121
39	Goods Receipts per Paying Goods Train Kilometre	Mils.	290	294	295
40	Tons of Goods Hauled :—				
	A. Paying	Tons.	190,884	182,650	163,763
	B. Non-Paying—(Originating)	Tons.	8,589	21,194	18,279
	Total	Tons.	199,473	203,844	182,042
41	Average Receipts per Ton of Goods (Paying)	Mils.	341	356	349
42	Net Ton Kilometrage of Goods :—				
	A. Paying	Ton-Klms.	12,338,536	12,235,875	10,452,145
	B. Non-Paying	Ton-Klms.	401,083	597,130	504,363
	Total	Ton-Klms.	12,739,619	12,833,005	10,956,508
43	Average Receipt per Ton Kilometre	Mils.	5.3	5.3	5.5
44	Average Length of Haul of Paying Traffic ..	Klms.	65	67	64
45	Number of Goods Vehicles in Stock	No.	358	358	358
46	Loaded Goods Vehicle Kilometrage	Klms.	1,622,915	1,659,978	1,370,703
47	Empty Goods Vehicle Kilometrage	Klms.	927,981	1,046,229	677,901
48	Total Goods Vehicle Kilometrage	Klms.	2,550,896	2,706,207	2,048,604
49	Percentage of Empty to Total Goods Vehicle Kilometrage	%	36.4	38.6	33.0
50	Average Load per Loaded Vehicle Kilometrage	Tons.	7.8	7.7	8.0
51	Average Kilometres per Goods Vehicles in Stock	Klms.	7,125	7,559	5,722

HIJAZ RAILWAY.
RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT.
AS AT 31ST MARCH, 1934.

Expenditure.					Receipts.	
PARTICULARS.	Wakf Adminis- tration.	Investment by Palestine Government.	Capital Improvement (Abstract "F").	Total.	PARTICULARS.	Total.
	£P.	£P.	£P.	£P.		£P.
To Construction of Way, Stations, etc. ..	307,692	3,389	38,222	349,303	By Mr. Anthony, estimated value on the Hijaz Railway in Palestine (Wakf). (The Hijaz Railway in Transjordan is not included)	353,846
To Rolling Stock	46,154	—	45,718	91,872		
To Sentinel-Cammell Coaches	—	—	14,605	14,605		
To Land	—	—	5,000	5,000	By Palestine Government (Loan)	3,389
	353,846	3,389	103,545	460,780	By Capital Improvements chargeable to Hijaz Railway Revenue	103,545
Balance available				Nil.		
				460,780		

HIJAZ RAILWAY.

REVENUE AND EXPENDITURE ACCOUNT.

FOR THE YEAR ENDING 31ST MARCH, 1934, COMPARED WITH THE YEARS ENDING 31ST MARCH, 1933 AND 1932.

Expenditure.					Revenue.					
Abstract.	HEADS.	Year.	Amount £P.	% of Total Receipts.	Remarks.	HEADS.	Year.	Amount £P.	% of Total Receipts.	Remarks.
A. To Maintenance and Renewals of Ways and Works		1933-34 1932-33 1931-32	21,555 19,440 21,229	21·9 19·9 25·0	For details see page 92.	By Passenger Train Traffic Receipts ..	1933-34 1932-33 1931-32	25,162 24,453 27,302	25·5 25·1 32·1	For details see page 88.
B. Maintenance and Renewals of Engines and Rolling Stock ..		1933-34 1932-33 1931-32	23,097 22,086 22,367	23·5 22·7 26·3	For details see page 93.	Goods Train Traffic Receipts ..	1933-34 1932-33 1931-32	65,428 65,244 57,575	66·5 67·1 67·7	Do.
C. Transportation		1933-34 1932-33 1931-32	33,750 29,840 30,238	34·3 30·7 35·6	For details see pages 94 & 95.	Miscellaneous Receipts	1933-34 1932-33 1931-32	7,855 7,545 154	8·0 7·8 ·2	Do.
D. General Charges		1933-34 1932-33 1931-32	11,927 12,974 12,787	12·1 13·4 15·0	For details see page 96.					
Total Working Expenses		1933-34 1932-33 1931-32	90,329 84,340 86,621	91·8 86·7 101·9						
Surplus or Deficit		1933-34 1932-33 1931-32	8,116 12,902 1,590	8·2 13·3 1·9						
TOTAL		1933-34 1932-33 1931-32	98,445 97,242 85,031	100·0 100·0 100·0		TOTAL	1933-34 1932-33 1931-32	98,445 97,242 85,031	100·0 100·0 100·0	

HIJAZ RAILWAY.

REVENUE FOR THE YEAR ENDING 31ST MARCH, 1934.
 COMPARED WITH THE YEARS ENDING 31ST MARCH, 1933 AND 1932.

SUB-HEAD OF REVENUE.	1933-34.		1932-33.		1931-32.	
	Amount £P.	% of Total.	Amount £P.	% of Total.	Amount £P.	% of Total.
ORDINARY PASSENGERS (Single and Return Fares) :—						
1st class	503	·6	582	·6	868	1·0
2nd class	1,524	1·4	2,050	2·1	2,143	2·5
3rd class	17,797	18·1	16,892	17·4	18,781	22·1
Total Ordinary Passengers	19,824	20·1	19,524	20·1	21,792	25·6
TOURISTS :—						
1st class	5	—	6	—	69	·1
2nd class	3	—	9	—	33	—
3rd class	—	—	—	—	23	—
Total Tourists	8	—	15	—	125	·1
SEASON TICKETS	879	·9	556	·6	675	·8
Total Receipts from Passengers	20,711	21·0	20,095	20·7	22,592	26·5
Baggage, Perishables, etc.	2,371	2·4	2,216	2·3	2,184	2·6
Mails	1,194	1·2	1,193	1·2	1,193	1·4
Other Traffic by Passenger Train	886	·9	949	·9	1,333	1·6
Total Passenger Train Traffic	25,162	25·5	24,453	25·1	27,302	32·1
Merchandise	65,069	66·1	65,054	66·9	57,226	67·3
Live Stock	359	·4	190	·2	349	·4
Total Goods Train Traffic	65,428	66·5	65,244	67·1	57,575	67·7
TOTAL TRAFFIC RECEIPTS	90,590	92·0	89,697	92·2	84,877	99·8
Demurrage and Storage	280	·3	267	·3	118	·2
Rents	1,547	1·6	1,288	1·3	652	·8
Sales	2,960	3·0	1,701	1·7	431	·5
Unclassified	3,068	3·1	4,289	4·5	185	·3
Total Micellaneous Receipts	7,855	8·0	7,545	7·8	154	·2
TOTAL REVENUE	98,445	100·0	97,242	100·0	85,031	100·0

HIJAZ RAILWAY.

PASSENGER TRAFFIC AND RECEIPTS,

FOR THE YEAR ENDING 31ST MARCH, 1934, AS COMPARED WITH THE YEARS ENDING 31ST MARCH, 1933 AND 1932.

Class of Passengers.	1933-34.			1932-33.			1931-32.		
	Number of Passenger Journeys.	Receipts. £P.	Average Receipt per Passenger Journey. Mils.	Number of Passenger Journeys.	Receipts. £P.	Average Receipt per Passenger Journey. Mils.	Number of Passenger Journeys.	Receipts. £P.	Average Receipt per Passenger Journey. Mils.
ORDINARY :—									
1st Class	1,649	503	305	1,449	582	402	2,082	868	417
2nd Class	11,481	1,524	133	13,269	2,050	154	16,244	2,143	132
3rd Class	534,360	17,797	33	433,930	16,892	39	486,412	18,781	39
Total Ordinary	547,490	19,824	36	448,648	19,524	44	504,738	21,792	43
TOURISTS :—									
1st Class	9	5	556	9	6	667	60	69	150
2nd Class	8	3	375	17	9	529	77	33	429
3rd Class	—	—	—	—	—	—	155	23	148
Total Tourists	17	8	471	26	15	577	292	125	428
TOTAL	547,507	19,832	38	448,674	19,539	44	505,030	21,917	43
	Equivalent Number of Annual Tickets.	Estimated Number of Passenger Journeys.		Equivalent Number of Annual Tickets.	Estimated Number of Passenger Journeys.		Equivalent Number of Annual Tickets.	Estimated Number of Passenger Journeys.	
SEASON TICKET HOLDERS :—									
1st Class	—	—	42	—	—	—	0·1	75	42
2nd Class	9·7	5,845	74	15·0	8,990	131	15·5	9,304	154
3rd Class	246·2	147,697	847	92·9	55,747	425	88·4	53,032	479
TOTAL	255·9	153,542	879	107·9	64,737	556	104·0	62,411	675
GRAND TOTAL	—	701,049	20,711	—	513,411	20,095	—	567,441	22,592
			30			39			40

HIJAZ RAILWAY.

STATEMENT OF REVENUE FOR THE YEAR ENDING 31ST MARCH, 1934, AS COMPARED WITH THE YEARS ENDING 31ST MARCH, 1933 AND 1932.
TRAFFIC ORIGINATING AT HIJAZ RAILWAY STATIONS.

				OUTWARDS.												INWARDS.						
				COACHING TRAFFIC.						GOODS TRAFFIC.						Total Pass'ger & Goods Receipts. £P.	GOODS TRAFFIC.					
				Passengers.		Baggage, Perishable, etc.		Other Pass. Traffic	Total.	Merchandise.		Live Stock.		Total.	Merchandise.		Live Stock.		Total.			
				No.	£P.	Tons.	£P.	£P.	£P.	Tons.	£P.	No.	£P.	£P.	Tons.		£P.	No.	£P.	£P.		
HAIFA, N.G.*	1933-34	295,764	6,803	669	923	746	8,472	84,157	29,155	1,208	40	29,195	37,667	47,974	8,144	481	70	8,214				
	1932-33	233,181	6,169	674	973	754	7,896	71,374	24,428	127	11	24,439	32,335	41,515	6,964	282	35	6,999				
	1931-32	252,737	6,856	469	779	867	8,502	90,111	31,148	72	7	31,155	39,657	32,371	7,767	437	22	7,789				
ACRE	1933-34	81,447	2,805	61	145	4	2,954	17,875	4,417	38	12	4,429	7,383	5,096	1,449	218	11	1,460				
	1932-33	89,296	3,161	46	152	4	3,317	25,865	4,863	31	10	4,873	8,190	25,750	5,767	40	7	5,774				
	1931-32	107,293	3,536	72	163	—	3,699	20,688	5,224	6	—	5,224	8,923	41,005	8,653	19	2	8,655				
KFAR YEHOShUA	1933-34	8,039	285	84	61	2	348	1,738	803	67	17	820	1,168	1,086	281	262	12	293				
	1932-33	7,693	348	128	78	—	426	3,111	1,372	181	46	1,418	1,844	3,754	667	136	9	676				
	1931-32	6,303	295	125	83	—	378	601	297	106	24	321	699	999	276	39	1	277				
AFFULA	1933-34	28,427	1,590	232	211	2	1,803	2,228	953	556	96	1,049	2,852	7,653	2,217	595	26	2,243				
	1932-33	23,265	1,545	114	136	2	1,683	2,603	1,367	228	55	1,422	3,105	5,128	1,546	105	14	1,560				
	1931-32	28,173	1,903	78	106	3	2,012	1,764	896	219	63	959	2,971	8,143	2,092	38	6	2,098				
NABLUS	1933-34	—	—	—	—	—	—	1,578	1,049	4	—	1,049	1,049	14,928	6,870	299	12	6,882				
	1932-33	244	55	5	9	3	67	1,977	1,424	47	2	1,426	1,493	9,382	5,342	8	4	5,346				
	1931-32	1,480	378	16	48	11	437	3,037	2,134	3	1	2,135	2,572	9,765	5,030	615	29	5,059				
TULKARM, N.G.	1933-34	—	—	—	—	—	—	354	94	—	—	94	94	61	23	3	—	23				
	1932-33	140	6	—	—	11	17	419	118	1	—	118	135	30	13	1	—	13				
	1931-32	368	17	—	—	4	21	1,536	674	—	—	674	695	465	191	3	1	192				
EIN HAROD	1933-34	10,746	430	590	580	1	1,011	529	207	14	1	208	1,219	2,496	909	17	2	911				
	1932-33	7,271	354	182	199	1	554	223	94	57	10	104	658	2,045	776	6	—	776				
	1931-32	9,041	449	224	227	—	676	306	112	59	12	124	800	2,314	805	4	1	806				
SHATTA	1933-34	7,121	341	78	61	—	402	1,137	413	232	9	422	824	2,181	780	12	3	783				
	1932-33	6,788	339	106	79	2	420	453	213	56	6	219	639	2,179	772	82	18	790				
	1931-32	6,588	332	81	68	1	401	765	310	57	4	314	715	1,477	555	19	—	555				
BEISAN	1933-34	22,547	1,322	41	86	4	1,412	6,480	2,353	138	8	2,361	3,773	3,165	1,163	381	11	1,174				
	1932-33	15,809	1,261	46	79	4	1,344	2,176	1,119	566	37	1,156	2,500	1,740	780	9	4	784				
	1931-32	18,216	1,576	56	103	6	1,685	6,691	2,573	144	14	2,587	4,272	2,095	936	21	4	940				
JISR EL MAJAMI	1933-34	11,586	449	158	183	1	633	6,672	2,507	81	21	2,528	3,161	3,437	1,583	81	9	1,592				
	1932-33	6,207	353	125	147	1	501	6,741	3,276	47	13	3,289	3,790	2,211	1,131	14	9	1,140				
	1931-32	7,169	404	130	150	2	556	7,399	3,991	22	7	3,998	4,554	10,606	3,275	20	13	3,288				

STATEMENT OF REVENUE FOR THE YEAR ENDING 31ST MARCH, 1934, AS COMPARED WITH THE YEARS ENDING 31ST MARCH, 1933 AND 1932—continued.

		OUTWARDS.											INWARDS.					
		COACHING TRAFFIC.						GOODS TRAFFIC.					GOODS TRAFFIC.					
		Passengers.		Baggage, Perishable, etc.		Other Pass. Traffic	Total.	Merchandise.		Live Stock.		Total.	Total Pass'ger & Goods Receipts.	Merchandise.		Live Stock.		Total.
		No.	£P.	Tons.	£P.	£P.	£P.	Tons.	£P.	No.	£P.	£P.		Tons.	£P.	No.	£P.	£P.
NAHARAIM	1933-34	2,197	207	—	—	—	207	—	—	—	—	—	207	—	—	—	—	—
	1932-33	2,956	295	—	—	7	302	—	—	—	—	—	302	—	—	—	—	—
	1931-32	10,608	997	—	—	7	1,004	—	—	—	—	—	1,004	—	—	—	—	—
SAMAKH	1933-34	33,782	2,380	203	359	83	2,822	6,620	3,316	1,771	179	3,495	6,317	9,791	3,728	2,571	45	3,773
	1932-33	29,413	2,580	198	329	82	2,991	9,269	4,677	200	59	4,736	7,727	9,726	2,912	218	33	2,945
	1931-32	36,404	2,858	135	251	54	3,163	10,261	6,054	2,186	185	6,239	9,402	8,570	4,363	939	88	4,451
OTHER H.R.P. STATIONS	1933-34	12,051	99	1	1	—	100	—	—	—	—	—	100	—	—	—	—	—
	1932-33	252	30	—	1	—	31	—	—	—	—	—	31	—	—	—	—	—
	1931-32	1,907	217	—	5	—	222	1,473	808	4	1	809	1,031	2,600	913	3	1	914
AMMAN	1933-34	10,301	2,639	6	43	78	2,760	4,500	3,373	3,382	86	3,459	6,219	24,591	17,306	989	36	17,342
	1932-33	7,135	2,439	28	78	115	2,632	6,015	4,540	303	18	4,558	7,190	14,767	13,530	370	28	13,558
	1931-32	4,065	1,998	9	44	355	2,397	4,612	4,598	79	22	4,620	7,017	13,938	12,505	291	39	12,544
OTHER H.R.T. STATIONS	1933-34	13,998	2,915	36	252	55	3,222	3,776	2,407	1,043	65	2,472	4,694	6,994	4,952	5,323	167	5,119
	1932-33	9,087	2,659	50	297	58	3,014	2,356	2,093	325	30	2,123	5,137	7,499	5,513	2,964	51	5,564
	1931-32	5,194	2,137	50	296	309	2,742	2,674	2,291	744	111	2,402	5,144	6,505	5,612	471	47	5,659
TOTAL	1933-34	538,007	22,265	2,159	2,905	976	26,146	137,644	51,047	8,534	534	51,581	77,727	129,453	49,405	11,232	404	49,809
	1932-33	438,737	21,594	1,702	2,557	1,044	25,195	132,582	49,584	2,169	297	49,881	75,076	125,726	45,713	4,235	212	45,925
	1931-32	495,546	23,953	1,445	2,323	1,619	27,895	151,918	61,110	3,701	451	61,561	89,456	140,853	52,973	2,919	254	53,227
IRAQ PETROLEUM Co. (approx.)	1933-34	—	—	—	—	—	—	31,527	15,156	—	—	15,156	15,156	31,281	15,087	—	—	15,087
	1932-33	—	—	—	—	—	—	35,337	17,420	—	—	17,420	17,420	35,191	17,354	—	—	17,354
	1931-32	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	1933-34	538,006	22,265	2,159	2,905	976	26,146	169,171	66,203	8,534	534	66,737	92,883	160,734	64,492	11,232	404	64,896
	1932-33	438,737	21,594	1,702	2,557	1,044	25,195	167,919	67,004	2,169	297	67,301	92,496	160,917	63,067	4,235	212	63,279
	1931-32	495,546	23,953	1,445	2,323	1,619	27,895	151,918	61,110	3,701	451	61,561	89,456	140,853	52,973	2,919	254	53,227

* Haifa Narrow Gauge Station—Goods ; tonnage of stone for Haifa Harbour emanating from Rushmia Siding being shunted to Haifa and transhipped into broad gauge trucks. See P.R. Statement, page 50.

	Tons.	£P.
1933-34 ..	2,164	115
1932-33 ..	5,218	260
1931-32 ..	22,683	1,135

HIJAZ RAILWAY.

ABSTRACT "A."

MAINTENANCE AND RENEWALS OF WAYS AND WORKS,

FOR THE YEAR ENDING 31ST MARCH, 1934, AS COMPARED WITH THE YEARS ENDING 31ST MARCH, 1933 AND 1932.

CLASSIFICATION.	1933-34.			1932-33.			1931-32.		
	Amount.	Percentage of Gross Receipts.	Per Kilo. of Line Open.	Amount.	Percentage of Gross Receipts.	Per Kilo. of Line Open.	Amount.	Percentage of Gross Receipts.	Per Kilo. of Line Open.
	£P.	%	£P.	£P.	%	£P.	£P.	%	£P.
I. PERSONAL EMOLUMENTS	3,855	3·9	8	2,358	2·4	5	3,322	3·9	7
II. MAINTENANCE OF ROADS, BRIDGES & WORKS.									
Wages	1,185	1·3	3	801	·8	2	997	1·2	2
Materials	633	·6	1	577	·6	2	330	·4	1
III. MAINTENANCE OF PERMANENT WAY.									
Wages	12,113	12·3	27	12,083	12·4	26	12,957	15·2	27
Materials	1,819	1·8	4	1,721	1·8	4	2,459	2·9	5
IV. MAINTENANCE OF STATIONS, BUILDINGS, TOOLS & PLANT.									
Wages	1,069	1·1	2	1,078	1·1	2	647	·8	2
Materials	583	·6	1	610	·6	1	316	·4	1
V. MAINTENANCE OF SIGNALLING & INTERLOCKING.									
Wages	174	·2	—	135	·1	—	127	·1	—
Materials	124	·1	—	77	·1	—	74	·1	—
TOTAL ABSTRACT "A" ..	21,555	21·9	46	19,440	19·9	42	21,229	25·0	45

HIJAZ RAILWAY.

ABSTRACT "B."

MAINTENANCE AND RENEWALS OF LOCOMOTIVES AND ROLLING STOCK,
FOR THE YEAR ENDING 31ST MARCH, 1934, AS COMPARED WITH THE YEARS ENDING 31ST MARCH, 1933 AND 1932.

CLASSIFICATION.	1933-34.			1932-33.			1931-32.		
	Amount.	Percentage of Gross Receipts.	Per Engine Car or Vehicle Klm.	Amount.	Percentage of Gross Receipts.	Per Engine Car or Vehicle Klm.	Amount.	Percentage of Gross Receipts.	Per Engine Car or Vehicle Klm.
	£P.	%	Mils.	£P.	%	Mils.	£P.	%	Mils.
A. PERSONAL EMOLUMENTS	3,147	3.2	6.4	2,492	2.6	5.7	2,546	3.0	6.2
B. OTHER CHARGES :—									
Maintenance of Locomotives :—									
Labour	9,213	9.4	18.8	8,970	9.2	20.5	9,765	11.5	24.1
Materials	1,822	1.9	3.7	2,624	2.7	6.0	3,022	3.5	7.4
Maintenance of Sentinel-Cammell Cars :—									
Labour	713	0.7	8.0	717	0.7	7.4	422	0.5	3.9
Materials	323	0.3	3.6	383	0.4	4.0	146	0.2	1.4
Maintenance of Drewry Cars :—									
Labour	55	0.1	15.2	40	—	5.1	14	—	1.9
Materials	30	—	8.3	54	—	6.9	19	—	2.6
Maintenance of Coaching Stock :—									
Labour	1,505	1.5	0.7	1,577	1.6	1.4	1,847	2.2	1.9
Materials	267	0.3	0.2	600	0.6	0.6	681	0.8	0.7
Maintenance of Wagon Stock :—									
Labour	3,052	3.1	1.2	2,113	2.2	0.8	2,052	2.4	1.0
Materials	1,011	1.0	0.4	1,073	1.1	0.4	738	0.9	0.3
Electrical Services :—									
Labour	620	0.6	—	585	0.7	—	475	0.5	—
Materials	1,339	1.4	—	858	0.9	—	678	0.8	—
Total other Charges	19,950	20.3	—	19,594	20.1	—	19,821	23.3	—
TOTAL ABSTRACT "B"	23,097	23.5	—	22,086	22.7	—	22,367	26.3	—

HIJAZ RAILWAY.

ABSTRACT "C."

TRANSPORTATION EXPENSES

FOR THE YEAR ENDING 31ST MARCH, 1934, AS COMPARED WITH THE YEARS ENDING 31ST MARCH, 1933 AND 1932.

CLASSIFICATION.	1933-34.				1932-33.				1931-32.			
	Amount.	Per-centage of Gross Receipts.	Per Engine or Car Kilom.	Per Train Kilom.	Amount.	Per-centage of Gross Receipts.	Per Engine or Car Kilom.	Per Train Kilom.	Amount.	Per-centage of Gross Receipts.	Per Engine or Car Kilom.	Per Train Kilom.
	£P.	%	Mils.	Mils.	£P.	%	Mils.	Mils.	£P.	%	Mils.	Mils.
A. PERSONAL EMOLUMENTS	8,287	8.4	16.9	22.0	7,160	7.4	16.4	20.9	7,794	9.2	19.2	25.7
B. OTHER CHARGES :— Expenses in connection with the running of Locomotives and Cars.												
I. Steam Train Locomotives.												
(a) Wages of Engine and Shed Staff ..	4,876	5.0	9.8	13.0	4,289	4.4	9.8	12.5	4,289	5.0	10.6	14.1
(b) Fuel :—												
Labour	202	0.2	0.4	0.5	186	0.2	0.4	0.5	233	0.3	0.6	0.8
Materials	9,980	10.1	20.3	26.6	8,932	9.2	20.5	26.0	8,731	10.2	21.6	28.8
(c) Water Supply :—												
Labour	606	0.6	1.2	1.6	511	0.5	1.2	1.5	490	0.6	1.2	1.6
Materials	858	0.9	1.7	2.3	908	0.9	2.1	2.6	665	0.8	1.6	2.2
(d) Lubricants, Waste, Tallow	435	0.4	0.9	1.2	351	0.4	0.8	1.0	326	0.4	0.8	1.1
II. Sentinel-Cammell Coaches.												
Labour	414	0.4	4.7	—	448	0.5	4.7	—	468	0.6	4.3	—
Fuel	461	0.5	5.2	—	476	0.5	4.9	—	557	0.7	5.0	—
Other Stores	34	—	0.4	—	32	—	0.3	—	46	—	0.4	—
III. Drewry Cars.												
Labour	139	0.2	38.4	—	129	0.1	16.4	—	38	—	5.2	—
Fuel	17	—	4.7	—	38	—	4.8	—	11	—	1.4	—
Other Materials	4	—	1.1	—	13	—	1.7	—	2	—	0.3	—

ABSTRACT "C"—continued.

CLASSIFICATION.	1933-34.				1932-33.				1931-32.			
	Amount.	Percentage of Gross Receipts.	Per Engine or Car Kilom.	Per Train Kilom.	Amount.	Percentage of Gross Receipts.	Per Engine or Car Kilom.	Per Train Kilom.	Amount.	Percentage of Gross Receipts.	Per Engine or Car Kilom.	Per Train Kilom.
	£P.	%	Mils.	Mils.	£P.	%	Mils.	Mils.	£P.	%	Mils.	Mils.
B. OTHER CHARGES—continued.												
IV. Cleansing, Lubricating, Lighting, and Examination of Vehicles.												
Labour	875	0·9	—	2·3	968	1·0	—	2·8	954	1·1	—	3·1
Materials	190	0·2	—	0·5	148	0·2	—	0·4	147	0·2	—	0·5
V. Fire Protection.												
Labour	—	—	—	—	—	—	—	—	—	—	—	—
Materials	3	—	—	—	3	—	—	—	3	—	—	—
Total—Labour	7,112	7·2	—	—	6,531	6·7	—	—	6,472	7·6	—	—
Materials	11,982	12·2	—	—	10,901	11·2	—	—	10,488	12·3	—	—
EXPENSES CONNECTED WITH STATIONS AND MOVEMENTS OF TRAINS AND TRAFFIC OTHER THAN LOCOMOTIVE EXPENSES.												
Station Staff	3,438	3·5	—	9·0	3,005	3·1	—	8·8	3,039	3·6	—	10·0
Traffic and Train Staff	2,065	2·1	—	5·5	1,317	1·3	—	3·8	1,395	1·6	—	4·6
Wagon Covers and Ropes	60	0·1	—	0·2	50	0·1	—	0·1	41	0·1	—	0·1
Porterage	742	0·8	—	1·9	866	0·9	—	2·5	972	1·2	—	3·2
Total—Labour	6,245	6·3	—	16·6	5,188	5·3	—	15·1	5,406	6·4	—	17·8
Materials	60	0·1	—	0·2	50	0·1	—	0·1	41	0·1	—	0·1
Running Right Charges	64	0·1	—	0·2	10	—	—	—	37	—	—	0·1
Total Other Charges	25,463	25·9	—	—	22,680	23·3	—	—	22,444	26·4	—	—
TOTAL ABSTRACT "C"	33,750	34·3	—	—	29,840	30·7	—	—	30,238	35·6	—	—

HIJAZ RAILWAY.

ABSTRACT "D."

GENERAL CHARGES.

FOR THE YEAR ENDING 31ST MARCH, 1934, AS COMPARED WITH THE YEARS ENDING 31ST MARCH, 1933 AND 1932.

CLASSIFICATION.	1933-34.				1932-33.				1931-32.			
	Amount.	Percentage of Gross Receipts.	Per Train Kilom.	Per Kilo. of Line Open.	Amount.	Percentage of Gross Receipts.	Per Train Kilom.	Per Kilo. of Line Open.	Amount.	Percentage of Gross Receipts.	Per Train Kilom.	Per Kilo. of Line Open.
	£P.	%	Mils.	£P.	£P.	%	Mils.	£P.	£P.	%	Mils.	£P.
A. PERSONAL EMOLUMENTS :—												
I. General Manager	1,311	1·3	2·7	3	1,341	1·4	3·9	3	1,256	1·5	4·1	3
II. Chief Accountant	3,158	3·2	6·4	7	3,399	3·5	9·9	7	3,331	3·9	11·4	7
III. Stores Superintendent	1,409	1·4	2·9	3	1,540	1·6	4·5	3	1,529	1·8	5·0	3
Total Personal Emoluments	5,878	5·9	12·0	13	6,280	6·5	18·3	13	6,116	7·2	20·1	13
B. OTHER CHARGES :—												
Cost of Living Allowances	749	0·8	1·5	2	677	0·7	2·0	2	1,166	1·4	3·9	2
Travelling Allowances	169	0·2	0·4	—	147	0·2	0·4	—	147	0·2	0·5	—
Assisted Passages and Repatriation of Retrenched Staff	248	0·2	0·5	1	151	0·2	0·4	—	73	0·1	0·3	—
House Allowances	189	0·2	0·4	—	106	0·1	0·3	—	98	0·1	0·3	—
Equipment and Furniture	349	0·4	0·8	1	439	0·5	1·3	1	343	0·4	1·1	1
Printing, Stationery, Advertising, and Publicity	697	0·7	1·4	1	535	0·6	1·6	2	710	0·8	2·3	2
Uniforms	218	0·2	0·4	1	135	0·1	0·4	—	158	0·2	0·5	—
Losses and Depreciation of Stores	24	—	—	—	16	—	—	—	26	—	0·1	—
Compensation, Pensions, and Gratuities	1,000	1·0	2·0	2	1,446	1·5	4·2	3	548	0·6	1·8	2
Rent of Building and Land	283	0·3	0·6	1	322	0·3	0·9	1	297	0·4	1·0	1
Entertainment of Official Guests	—	—	—	—	—	—	—	—	1	—	—	—
Contingencies	17	—	—	—	20	—	0·1	—	72	0·1	0·3	—
Medical Services	471	0·5	0·9	1	501	0·5	1·5	1	451	0·5	1·5	1
Posts and Telegraphs Services	990	1·0	2·0	2	1,540	1·6	4·5	3	2,106	2·5	6·9	4
Colonial Audit Services	486	0·5	1·0	1	531	0·5	1·5	1	475	0·5	1·5	1
Landing Charges	159	0·2	0·4	—	128	0·1	0·4	1	—	—	—	—
Total Other Charges	6,049	6·2	12·3	13	6,694	6·9	19·5	15	6,671	7·8	22·0	14
TOTAL ABSTRACT "D"	11,927	12·1	24·3	26	12,974	13·4	37·8	28	12,787	15·0	42·1	27

HIJAZ RAILWAY.

ABSTRACT "F."

EXTRAORDINARY EXPENDITURE ON BOTH CAPITAL AND MAINTENANCE ACCOUNT MET FROM REVENUE, FOR THE YEAR ENDING, 31ST MARCH, 1934.

CLASSIFICATION.	£P.
ENGINEERING WORKS AND EQUIPMENT.	
Provision of material for the loop, a booking hut and shelter for passengers, and earthwork for a ground level platform at Kiryat Haim, Haifa-Acre Line	395
Amount due to His Majesty's Government in respect of cost of relaying Haifa-Acre Line	2,734
Total Engineering Works and Equipment	3,129
LOCOMOTIVE, CARRIAGE AND WAGON STOCK AND EQUIPMENT.	
Purchase of two new boilers for Borsig Engines	1
	1
TOTAL ABSTRACT "F."	3,128

HIJAZ RAILWAY.

KILOMETRAGE OF LINES OPEN FOR TRAFFIC AS AT 31ST MARCH, 1934.

NAME OF SECTION.	RUNNING LINES.				Total Klms. Reduced to Single Track.	Sidings Reduced to Single Track. Klms.	Total Single Tracks including Sidings. Klms.
	Length of Road.						
	First Track.	Second Track.	Over two Tracks.				
	Klms.	Klms.	Klms.				
105 C/M. GAUGE.							
Haifa-Samakh	87·532	—	—	87·532	29·239	116·771	
Kilo 2-Acre	18·160	—	—	18·160	6·788	24·948	
Tulkarm-Nablus	37·695	—	—	37·695	3·079	40·774	
Nassib-Ma'an	323·319	—	—	323·319	9·279	332·598	
Total	466·706	—	—	466·706	48·385	515·091	

HIJAZ RAILWAY.
105 C.M. GAUGE.
STEAM LOCOMOTIVES.
POSITION AS AT 31ST MARCH, 1934.

CLASS.	Wheel Distribution.	Cylinders.		Weight on Coupled Wheels.	Tractive effort at 85 % Boiler Pressure.	Number on hand at beginning of year 1933-34.	Number of New Locomotives brought into service during year 1933-34..	Number scrapped during year 1933-34.	Number on hand at end of year 1933-34.
		Diameter.	Stroke.	Tons.					
		mms.	mms.						
Hartmann	2-6-0	330	510	—	11,068 lbs.	4	—	—	4
Hartmann	2-8-0	410	500	—	17,690 lbs.	6	—	—	6
Hartmann	2-8-2	480	500	—	24,248 lbs.	6	—	—	6
Borsig	2-8-0	470	550	40	22,802 lbs.	2	—	—	2
Krauss	0-6-0	340	500	30.4	13,866 lbs.	9	—	—	9
Krauss	2-8-0	405	500	—	17,756 lbs.	8	—	—	8
Winterthur	2-8-0	410	500	—	17,690 lbs.	6	—	—	6
Yung	2-8-0	410	500	—	18,200 lbs.	3	—	—	3
Yung, Tender	2-8-0	410	500	—	18,200 lbs.	1	—	—	1
La Meuse	2-6-0	400	500	—	18,027 lbs.	3	—	—	3
La Meuse	0-10-0	480	500	—	25,944 lbs.	3	—	—	3
Sentinel Cammell Steam Rail Cars	Double Car Articulated	6"	7"	—	120 B.H.P.	2	—	—	2
Total ..						53	—	—	53

S.C.S.R. Cars—Individual Axle Loads not available.

HIJAZ RAILWAY.

105 C.M. GAUGE.

COACHING VEHICLES.

POSITION AS AT 31ST. MARCH, 1934.

DESCRIPTION.	Bogie.	Six- Wheeled.	Four- Wheeled.	Number of Vehicles.	Seats or Berths.			Total in 1933-34.	Year 1933-34.	
					1st Class.	2nd Class.	3rd Class.		Total Number of Vehicles.	Total Seats or Berths.
PASSENGER VEHICLES.										
Carriages of Uniform Class	18	—	—	18	95	—	108	903	18	903
Composite Carriages	10	—	—	10	111	163	135	409	10	409
Restaurant Carriages	—	—	—	—	—	—	—	—	—	—
Sleeping Carriages	—	—	—	—	—	—	—	—	—	—
Miscellaneous	1	—	—	1	2	—	—	2	1	2
TOTAL PASSENGER VEHICLES ..	29	—	—	29	208	163	943	1,314	29	1,314
OTHER COACHING VEHICLES.										
Post Office Vans	—	—	—	—					—	—
Luggage, Parcel and Post Office and Brake Vans	4	—	—	4					—	—
Carriage Trucks	—	—	—	—					—	—
Horse Boxes	—	—	—	—					—	—
Miscellaneous	1	—	7	8					10	—
Total Other Coaching Vehicles ..	5	—	7	12					14	—
TOTAL COACHING VEHICLES	34	—	7	41					43	—

HIJAZ RAILWAY.

105 C/M. GAUGE.
GOODS VEHICLES.

POSITION AS AT 31ST MARCH, 1934.

Description.	1933-34.		1932-33.	
	Total on books at end of year.	Total Carrying Capacity. Tons.	Total on books at end of year.	Total Carrying Capacity. Tons.
TRAFFIC VEHICLES.				
Flat wagons :—				
Four wheeled	—	—	—	—
Six wheeled	—	—	—	—
Bogie	37	570	68	1,050
Low Sides :—				
Four wheeled	—	—	—	—
Bogie	68	1,040	40	620
High Sides :—				
Four wheeled	—	—	—	—
Bogie	27	575	27	575
Covered :—				
Four wheeled	—	—	—	—
Bogie	176	2,640	176	2,640
Live Stock :—				
Four wheeled	—	—	—	—
Bogie	5	75	5	75
Timber or Rail :—				
Four wheeled	—	—	—	—
Bogie	—	—	—	—
Tank (Oil) :—				
Four wheeled	—	—	—	—
Bogie	17	302	17	302
Brake Vans :—				
Four wheeled	—	—	—	—
Bogie	—	—	—	—
Miscellaneous :—				
Four wheeled	—	—	—	—
Bogie	—	—	—	—
Total Traffic Vehicles	330	5,202	333	5,262
SERVICE VEHICLES.				
Fuel :—				
Four wheeled	—	—	—	—
Bogie	—	—	—	—
Ballast :—				
Four wheeled	—	—	—	—
Bogie	—	—	—	—
Tank (Water) :—				
Four wheeled	—	—	—	—
Bogie	8	175	5	115
Timber or Rail :—				
Four wheeled	—	—	—	—
Bogie	—	—	—	—
Engineering :—				
Four wheeled	—	—	—	—
Bogie	16	255	16	255
Miscellaneous :—				
Four wheeled	1	7	1	7
Eight wheeled	1	15	1	15
Bogie	2	30	2	30
Total Service Vehicles	28	482	25	422
GRAND TOTAL	358	5,684	358	5,684

HIJAZ RAILWAY.

RAIL MOTOR VEHICLES—PETROL LOCOMOTIVES.

NUMBER ON HAND AS AT 31ST MARCH, 1934.

	105 c.m. Gauge.	
	Number.	Total Seating Accommodation.
RAIL MOTOR VEHICLES.		
20 H.P. Drewry Cars	3	18
20 H.P. Ford Motor Trolley and Trailer for Permanent Way Gangs.	1	— (for carrying material).

HIJAZ RAILWAY.

COAL AND OIL CONSUMPTION.

FOR THE YEAR ENDING 31ST MARCH, 1934.

COMPARED WITH THE YEARS ENDING 31ST MARCH, 1933 AND 1932.

YEAR.	105 c.m. Gauge.	
	Coal Consumption— Locomotives.	Oil Consumption— Locomotives.
	Kilograms per Engine Kilometre.	Pints per 100 Engine Kilometres.
1933-34	13.24	6.93
1932-33	13.93	6.72
1931-32	13.88	6.69

HIJAZ RAILWAY.

TRAIN AND ENGINE KILOMETRAGE.

FOR THE YEAR ENDING 31ST MARCH, 1934, COMPARED WITH THE YEARS ENDING 31ST MARCH, 1933 AND 1932.

	Year.	PAYING TRAIN KILOMETRES.					Shunting, etc. Klms.	Service Klms.	Shunting & Service.	Total Engine Klms.
		Coaching.	Goods.	Mixed.	Total.	% of Total.			% of Total Engine Klms.	
HAIFA-ACRE-SAMAKH SECTION	1933-34	79,436	60,532	143,786	283,754	75.4	—	1,082	—	—
	1932-33	53,460	61,708	133,531	248,699	72.5	—	2,148	—	—
	1931-32	33,902	22,734	158,521	215,157	70.9	—	827	—	—
NABLUS-TULKARM SECTION AND AFFULA- NABLUS-TULKARM SECTION	1933-34	—	14,968	—	14,968	4.0	—	174	—	—
	1932-33	—	15,633	7,904	23,537	6.9	—	267	—	—
	1931-32	34	5,048	24,418	29,500	9.7	—	298	—	—
NASSIB-MA'AN SECTION	1933-34	—	20,563	56,616	77,179	20.6	11,308	35	12.8	88,522
	1932-33	—	15,945	55,037	70,982	20.6	9,080	566	12.0	80,628
	1931-32	474	2,160	56,075	58,709	19.4	6,010	300	9.7	65,019
TOTAL HIJAZ RAILWAY.. ..	1933-34	79,436	96,063	200,402	375,901	100.0	114,057	1,291	23.5	491,249
	1932-33	53,460	93,286	196,472	343,218	100.0	89,539	2,981	21.2	435,738
	1931-32	34,410	29,942	239,014	303,366	100.0	99,862	1,425	25.1	404,653

SENTINEL-CAMMELL CAR KILOMETRAGE.

FOR THE YEAR ENDING 31ST MARCH, 1934, COMPARED WITH THE YEARS ENDING 31ST MARCH, 1933 AND 1932.

1933-34	..	88,734
1932-33	..	96,294
1931-32	..	107,518

HIJAZ RAILWAY.

VEHICLE KILOMETRAGE

FOR THE YEAR ENDING 31ST MARCH, 1934, COMPARED WITH THE YEARS ENDING 31ST MARCH, 1933 AND 1932.

	Year.	Passenger Vehicles Kilometres.	WAGON KILOMETRAGE—PAYING TRAFFIC.				Service Vehicle Kilometres.	Grand Total Kilometres.	Average No. of Vehicles per Train.
			Loaded.	Empty.	Total.	% of Empty to Total.			
HAIFA-SAMAKH-ACRE SECTION	1933-34	943,854	1,005,560	539,692	1,545,252	34.9	46,125	2,535,231	8.9
	1932-33	895,718	1,079,585	653,607	1,733,192	37.7	63,578	2,692,488	10.7
	1931-32	763,534	870,400	366,214	1,236,614	29.6	35,883	2,036,031	9.4
NABLUS-TULKARM SECTION AND AFFULA- NABLUS -TULKARM SECTION	1933-34	156	56,412	30,101	86,513	34.8	5,946	92,615	6.1
	1932-33	8,202	51,621	21,513	73,134	29.4	23,225	104,561	4.4
	1931-32	25,218	122,978	62,697	185,675	33.7	6,776	217,669	7.3
NASSIB-MA'AN SECTION ..	1933-34	157,390	515,328	327,778	843,106	38.9	23,954	1,024,450	13.3
	1932-33	153,504	460,511	325,602	786,113	41.4	26,965	966,582	13.5
	1931-32	161,685	342,700	225,906	568,606	39.7	15,050	745,341	12.6
TOTAL HIJAZ RAILWAY ..	1933-34	1,101,400	1,577,300	897,571	2,474,871	36.3	76,025	3,652,296	9.7
	1932-33	1,057,424	1,591,717	1,000,722	2,592,439	38.6	113,768	3,763,631	10.9
	1931-32	950,437	1,336,078	654,817	1,990,895	32.9	57,709	2,999,041	9.8

PETAH TIQVA RAILWAY.
COMPARATIVE SUMMARY OF STATISTICAL HEADS

FOR THE YEAR ENDING 31ST MARCH, 1934,
 COMPARED WITH THE YEARS ENDING 31ST MARCH, 1933 AND 1932.

Head No.		Unit.	1933-34.	1932-33.	1931-32.
1	Gauge		4' 8½"	4' 8½"	4' 8½"
2	Route Kilometrage	Klms.	7	7	7
3	Track Kilometrage	Klms.	9	9	9
4	Gross Railway Receipts	£P.	2,547	1,440	4,124
5	Railway Working Expenditure.. .. .	£P.	840	840	840
6	Balance of Railway Revenue Account ..	£P.	1,707	600	3,284
7	Percentage of Railway Working Expenditure to Gross Railway Receipts	%	33·0	58·3	20·4
8	Gross Railway Receipts per Route Kilometre..	£P.	363	206	589
9	Railway Working Expenditure per Route Kilometre.. .. .	£P.	120	120	120
10	Goods Receipts (including Live Stock) ..	£P.	2,503	1,436	4,116
11	Percentage of Goods Receipts to Gross Railway Receipts	%	98·3	99·7	99·8
12	Goods Receipts per Route Kilometre	£P.	357	205	588
13	Tonnage Hauled	Tons.	39,179	23,220	8,610

PETAH TIQVA RAILWAY.

REVENUE FOR THE YEAR ENDING 31ST MARCH, 1934.
 COMPARED WITH THE YEARS ENDING 31ST MARCH, 1933 AND 1932.

SUB-HEAD OF REVENUE.	1933-34.		1932-33.		1931-32.	
	Amount £P.	% of Total.	Amount £P.	% of Total.	Amount £P.	% of Total.
Merchandise	2,501	98·3	1,435	100·0	4,102	99·5
Live Stock	2	—	1	—	14	·3
Total Goods Train Traffic	2,503	98·3	1,436	100·0	4,116	99·8
Demurrage and Storage	36	1·4	—	—	2	—
Unclassified	8	·3	4	—	6	·2
Total Miscellaneous	44	1·7	4	—	8	·2
Total Revenue	2,547	100·0	1,440	100·0	4,124	100·0

SUMMARY OF PASSENGER AND FREIGHT TRAIN TRAFFIC.

PARTICULARS.	Kilo- metres.	PALESTINE RAILWAY.		KANTARA-RAFA RAILWAY.		HIJAZ RAILWAY.	
		1933-34.	Increase or Decrease as compared with 1932-33.	1933-34.	Increase or Decrease as compared with 1932-33.	1933-34.	Increase or Decrease as compared with 1932-33.
PASSENGER TRAIN TRAFFIC.							
Number of Passenger Journeys (excluding Season Tickets) ..	No.	889,044	246,284	74,013	8,889	547,507	98,833
Passenger Receipts do. do.	£P.	128,401	25,028	58,314	2,891	19,832	293
Season Ticket Receipts do. do.	£P.	331	409	16	19	879	323
Baggage, Perishables, Mails and Other Passenger Train Receipts	£P.	21,976	2,168	14,021	781	4,451	93
FREIGHT TRAIN TRAFFIC.							
Freight Traffic (including Harbour and excluding service traffic)	Tons.	698,397	124,957	77,107	5,097	190,884	8,234
Net Ton Kilometres do. do.	Klms.	66,872,000	14,257,000	13,887,000	480,000	12,339,000	103,000
Average Length of Haul do. do.	Klms.	96	32	180	6	65	2
Freight Traffic Receipts do. do.	£P.	241,796	43,330	32,545	1,370	65,428	184
Average Receipt per Ton Kilometre do. do.	Mils.	3·5	·2	2·3	·2	5·3	—
FREIGHT TRAIN LOADS :—							
Average Train Load do. do.	Tons.	121	17	158	4	56	1
Wagon Kilometres do. do.	Klms.	15,399,629	2,420,013	3,469,147	212,200	2,550,896	155,311
Wagons per Train do. do.	No.	25·4	1·7	31·4	·6	11·2	·8
Train Kilometres—Coaching do. do.	Klms.	398,171	81,193	149,884	741	150,159	29,133
Train Kilometres—Freight do. do.	Klms.	605,636	23,759	110,514	4,844	227,033	1,860
Sentinel-Cammell Car do. do.	Klms.	114,861	49,447	—	—	88,734	7,560
Engine Kilometres do. do.	Klms.	1,447,556	226,300	304,816	11,269	579,983	47,951

PALESTINE RAILWAY AND OPERATED LINES.
NUMBER OF PASSENGERS AND RECEIPTS.
 (EXCLUDING SEASON TICKETS).

YEAR.	ALL SECTIONS.					
	ORDINARY.		TOURISTS.		TOTAL.	
	Numbers.	£P.	Numbers.	£P.	Numbers.	£P.
1933-34	1,414,726	162,085	24,570	44,462	1,439,296	206,547
1932-33	1,074,492	138,429	22,596	39,906	1,097,088	178,335
1931-32	1,224,215	147,960	24,472	43,021	1,248,687	190,981
1930-31	1,384,861	178,244	27,869	53,709	1,412,730	231,953

STATEMENT OF GOODS COMMODITIES

FOR THE YEAR ENDING 31ST MARCH, 1934, COMPARED WITH THE YEARS ENDING 31ST MARCH, 1933 AND 1932.

COMMODITY.	Year.	ALL SECTIONS.			Average Length of Haul. Kilometres.	Average Receipt per Ton-Klm. Millimetres.	STANDARD GAUGE.		105 CM. GAUGE.	
		Tons.	£P.	Ton-Kilometres.			Tons Handled.	Ton-Kilometres.	Tons Handled.	Ton-Kilometres.
BARLEY	1933-34	11,987	4,001	1,687,355	141	2.4	9,748	1,486,390	2,423	200,965
	1932-33	6,654	2,399	945,025	142	2.5	5,323	827,071	1,619	117,954
	1931-32	5,283	1,966	540,087	102	3.6	2,547	289,128	3,155	250,959
STONE (Ordinary Traffic)	1933-34	67,747	11,128	3,194,293	47	3.5	67,011	3,096,486	2,958	97,807
	1932-33	35,916	7,467	1,211,477	33	6.1	12,779	924,172	23,267	287,305
	1931-32	66,929	17,403	1,363,480	20	12.7	93,679	670,437	43,272	693,043
SAND	1933-34	6,282	1,260	337,649	53	3.7	2,107	177,379	4,289	160,270
	1932-33	19,149	3,164	863,801	45	3.6	5,135	432,685	14,046	431,116
	1931-32	18,784	3,876	998,582	53	3.8	3,364	279,879	15,440	718,703
LIME	1933-34	7,057	1,999	420,338	60	4.7	3,516	141,996	3,633	278,342
	1932-33	3,588	1,064	235,894	65	4.5	1,940	106,998	1,713	128,896
	1931-32	2,933	634	114,244	38	5.5	2,381	70,439	605	43,805
CEMENT	1933-34	137,966	56,041	15,031,032	109	3.7	108,381	13,975,612	30,763	1,055,420
	1932-33	102,673	41,899	11,494,303	111	3.6	81,390	10,607,047	21,795	887,256
	1931-32	83,661	34,313	9,406,411	112	3.6	65,733	8,167,878	18,028	1,238,533
OTHER BUILDING MATERIALS	1933-34	31,707	15,249	3,470,614	109	4.4	27,316	3,015,201	5,101	455,413
	1932-33	18,924	9,022	2,262,514	119	3.9	14,814	1,822,923	4,478	439,591
	1931-32	17,147	9,370	2,432,019	141	3.8	11,889	1,914,677	5,656	517,342
CEREALS	1933-34	58,215	20,065	8,349,329	143	2.4	49,372	7,242,368	17,836	1,106,961
	1932-33	46,401	18,473	7,081,279	152	2.6	31,965	5,406,058	24,429	1,675,221
	1931-32	42,975	18,288	5,884,687	136	3.1	26,372	3,658,502	25,425	2,226,185
COAL	1933-34	38,988	5,953	1,046,540	27	5.7	37,874	904,784	1,124	141,756
	1932-33	43,006	6,065	1,066,712	24	5.6	42,259	977,035	759	89,677
	1931-32	37,218	6,068	1,215,737	32	4.9	36,141	1,088,528	1,077	127,209
GROCERIES AND PROVISIONS	1933-34	37,422	25,088	8,019,367	214	3.1	24,903	6,316,738	14,525	1,702,629
	1932-33	23,626	17,633	5,212,134	220	3.3	17,201	4,162,332	7,078	1,049,802
	1931-32	15,531	13,235	3,237,420	208	4.1	9,928	2,378,684	6,486	858,736
FLOUR	1933-34	25,003	12,349	4,040,581	162	3.1	18,861	3,229,435	6,755	811,146
	1932-33	15,523	7,188	2,470,985	159	2.9	14,330	2,336,815	1,507	134,170
	1931-32	15,589	8,426	2,801,160	179	3.0	14,200	2,652,231	2,137	148,929
KEROSENE, AND FUEL OILS	1933-34	56,166	27,330	6,767,023	120	4.0	43,586	6,150,158	13,203	616,865
	1932-33	42,614	24,033	6,832,765	160	3.5	37,607	6,317,366	5,945	513,399
	1931-32	43,405	23,756	6,811,425	156	3.5	36,067	6,203,642	7,376	607,783
MANURE	1933-34	39,117	11,861	4,285,441	110	2.8	35,008	3,431,578	16,591	853,863
	1932-33	35,999	7,626	2,610,563	100	2.9	25,442	2,546,786	2,014	63,777
	1931-32	13,285	3,817	958,032	72	3.9	12,906	923,883	656	34,149
MELONS	1933-34	11,295	4,218	1,029,858	91	4.1	9,765	882,146	1,553	147,712
	1932-33	13,835	4,781	1,168,400	84	4.0	11,195	901,051	2,724	267,349
	1931-32	17,124	6,088	1,646,892	96	3.6	13,661	1,226,205	3,852	420,687

STATEMENT OF GOODS COMMODITIES—continued.

COMMODITY.	Year.	ALL SECTIONS.			Average Length of Haul. Kilometres.	Average Receipt per Ton-Klm. Millimetres.	STANDARD GAUGE.		105 CM. GAUGE.	
		Tons.	£P.	Ton-Kilometres.			Tons Handled.	Ton-Kilometres.	Tons Handled.	Ton-Kilometres.
ORANGES	1933-34	89,611	26,181	11,392,796	127	2.3	89,291	11,370,838	299	21,958
	1932-33	68,348	19,563	8,713,409	127	2.2	67,991	8,697,060	357	16,349
	1931-32	43,452	13,375	5,779,852	133	2.3	43,037	5,764,228	415	15,624
PETROL	1933-34	7,933	11,354	1,344,794	170	8.4	5,746	986,726	2,117	358,068
	1932-33	6,635	10,472	1,345,103	202	7.7	3,878	695,942	2,767	449,161
	1931-32	8,572	12,794	1,507,383	175	8.4	5,806	1,114,469	2,766	392,914
SALT	1933-34	7,325	2,680	590,031	81	4.5	7,311	501,568	2,050	88,463
	1932-33	6,585	2,430	544,503	82	4.4	6,405	465,082	1,800	79,421
	1931-32	6,424	2,389	549,481	85	4.3	6,414	438,550	1,844	110,931
SOAP	1933-34	1,305	1,017	466,733	358	2.2	1,300	421,874	1,084	44,859
	1932-33	2,458	1,944	767,672	312	2.5	2,390	707,293	1,485	60,379
	1931-32	2,713	2,204	925,413	341	2.3	2,604	848,777	1,955	76,636
MISCELLANEOUS	1933-34	129,847	76,748	18,514,162	143	4.1	105,268	16,465,898	33,053	1,980,514
	1932-33	98,667	64,511	14,345,176	145	4.5	76,431	12,613,666	30,924	1,731,510
	1931-32	71,255	58,755	9,936,745	139	5.9	52,724	7,966,768	25,282	1,969,977
TOTAL	1933-34	766,973	314,522	89,987,936	117	3.5	646,364	79,797,175	159,357	10,123,011
	1932-33	580,601	249,734	69,171,715	119	3.6	458,475	60,747,382	148,707	8,424,333
	1931-32	512,280	236,757	56,109,050	109	4.2	369,453	45,656,905	165,427	10,452,145
HAIFA HARBOUR TRAFFIC (approx.)	1933-34	67,422	4,338	894,510	14	4.8	67,422	894,510	—	—
	1932-33	373,627	21,435	5,264,472	14	4.0	373,627	5,264,472	—	—
	1931-32	772,734	41,156	11,434,183	14	3.5	772,734	11,434,183	—	—
IRAQ PETROLEUM COMPANY	1933-34	31,527	15,156	2,215,525	70	6.8	—	—	31,527	2,215,525
	1932-33	35,337	17,420	3,811,542	108	4.6	—	—	35,337	3,811,542
	1931-32	—	—	—	—	—	—	—	—	—
TOTAL	1933-34	865,922	334,016	93,097,971	108	3.6	713,786	80,691,685	190,884	12,338,536
	1932-33	989,565	288,589	78,247,729	79	3.6	832,102	66,011,854	184,044	12,235,875
	1931-32	1,285,014	277,913	67,543,233	52	4.1	1,142,187	57,091,088	165,427	10,452,145
LIVE STOCK	1933-34	No. 112,431	£P. 7,133				No. 101,644		No. 12,865	
	1932-33	53,292	3,833				49,110		5,099	
	1931-32	28,962	3,272				25,960		4,577	
VEHICLES	1933-34	158	1,289				145		13	
	1932-33	172	1,258				156		17	
	1931-32	136	1,314				128		8	

NET TON KILOMETRES OF GOODS TRAFFIC ARE DIVIDED AS UNDER :—											
PALESTINE RAILWAY.	1933-34	..	66,872,419	KANTARA-RAFA RAILWAY.	1933-34	..	13,887,016	HIJAZ RAILWAY.	1933-34	..	12,338,536
	1932-33	..	52,615,119		1932-33	..	13,396,735		1932-33	..	12,235,875
	1931-32	..	47,592,871		1931-32	..	9,452,851		1931-32	..	10,452,145

* Tonnage shunted from Haifa Narrow Gauge Rushmia Siding to Haifa Station and transhipped into broad gauge trucks for the harbour purposes is included under Standard Gauge.

		Tons.	GRAPE TRAFFIC INCLUDED IN MISCELLANEOUS.		
1933-34	..	2,164	Year.	Tons.	£P.
1932-33	..	5,218	1933	352	447
1931-32	..	22,683	1932	800	1,072
			1931	948	1,461

DENSITY OF GOODS TRAFFIC FOR THE YEAR 1933-34.

AS COMPARED WITH 1932-33.

						Kantara- Rafa.	Rafa- Lydda.	Jaffa- Jerusalem.	Ras el Ein- Petah Tiqva	Lydda- Haifa.	Haifa- Acre.	Haifa- Samakh.	Nablus- Tulkarm.	Hijaz Railway (Transjordan).
						Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
BARLEY	..	..	..	..	1933-34	962	1,966	3,095	—	7,404	8	995	147	335
					1932-33	1,107	1,682	2,223	—	2,150	62	829	167	118
STONE	..	..	..	..	1933-34	770	6,203	24,497	43	9,212	114	1,132	91	—
					1932-33	—	2,193	6,654	—	46,832	11,528	612	—	—
SAND ..	..	..	..	..	1933-34	39	51	1,735	54	102	4,102	783	132	3
					1932-33	—	9	4,836	—	51	14,909	1,451	38	2
LIME ..	..	..	..	..	1933-34	8	632	171	—	547	—	2,797	—	—
					1932-33	10	580	126	—	312	—	1,337	—	8
CEMENT		..	..	..	1933-34	120	2,087	29,750	3,795	100,047	1,512	8,204	1,167	819
					1932-33	399	210	24,515	1,650	73,911	2,202	7,486	843	487
OTHER BUILDING MATERIALS				..	1933-34	1,011	1,084	10,254	260	16,200	126	2,834	835	539
					1932-33	1,432	1,474	8,528	71	5,730	180	3,305	237	430
CEREALS	..		..	..	1933-34	8,400	8,610	12,867	24	31,998	185	6,379	6,474	932
					1932-33	8,087	6,162	9,622	—	20,779	174	15,204	3,285	690
COAL ..	..	..	..	..	1933-34	796	780	4,359	11	2,422	3	1,047	8	197
					1932-33	1,041	1,029	4,044	—	3,017	—	586	45	114
GROCERIES AND PROVISIONS				..	1933-34	15,255	14,440	8,227	11	9,628	58	10,069	2,790	2,220
					1932-33	10,396	9,800	8,247	—	3,224	116	5,769	1,510	1,506
FLOUR	..	..	..	..	1933-34	4,759	4,475	9,686	18	8,726	179	4,951	266	1,131
					1932-33	3,257	8,231	7,863	28	5,977	80	906	203	142

DENSITY OF GOODS TRAFFIC FOR THE YEAR 1933-34.

AS COMPARED WITH 1932-33—continued.

					Kantara- Rafa.	Rafa- Lydda.	Jaffa- Jerusalem.	Ras el Ein- Petah Tiqva	Lydda- Haifa.	Haifa- Acre.	Haifa- Samakh.	Nablus- Tulkarm.	Hijaz Railway (Transjordan).
					Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
KEROSENE	..	..	..	1933-34	816	2,031	14,656	1,543	40,380	—	3,917	693	771
				1932-33	6,203	6,708	12,362	1,099	29,703	280	3,018	1,076	634
MANURE	..	..	..	1933-34	1,092	3,186	5,249	8,835	21,299	3,297	8,852	381	—
				1932-33	2,524	5,160	8,747	1,719	6,614	1,419	286	236	—
MELONS	..	..	..	1933-34	259	2,054	1,539	—	4,374	11	1,552	—	38
				1932-33	202	1,564	2,152	—	4,611	289	2,692	—	84
ORANGES	..	..	..	1933-34	8,719	13,129	5,392	21,463	69,038	18	248	—	—
				1932-33	7,872	10,182	4,646	17,254	50,041	221	135	—	—
PETROL	..	..	..	1933-34	980	1,041	1,569	16	4,923	60	1,712	329	544
				1932-33	1,656	1,667	876	14	2,861	—	2,152	10	807
SALT	..	..	..	1933-34	—	192	601	20	3,865	614	621	554	2
				1932-33	—	240	532	—	3,547	560	526	577	—
SOAP	..	..	..	1933-34	1,206	1,192	64	—	482	1	80	995	—
				1932-33	1,802	1,784	316	—	1,235	—	55	1,463	—
POTASH	..	..	..	1933-34	7,228	7,163	8,726	—	4,098	—	—	—	—
				1932-33	8,311	8,324	7,088	—	944	—	—	—	—
MISCELLANEOUS	..	..	..	1933-34	17,013	17,798	32,862	1,863	45,242	11,952	30,074	1,466	3,921
				1932-33	12,648	14,203	23,121	12,609	29,597	13,495	40,167	2,007	5,212

CITRUS TRAFFIC.

STATEMENT SHOWING THE NUMBER OF CASES TRANSPORTED VIA HAIFA, JAFFA, AND PORT SAID FOR THE SEASON

1ST OCTOBER, 1933, TO 30TH APRIL, 1934

(AS COMPARED WITH CORRESPONDING PERIOD OF 1932-33.

FROM.	1933-34			1932-33		
	via Haifa	via Jaffa	via Port Said.	via Haifa	via Jaffa	via Port Said.
Haifa	—	511	8,193	—	—	8,131
Rehovoth	604,441	—	52,540	368,719	—	80,025
Petah Tiqva	536,681	—	45,554	408,851	—	44,851
Jaffa	263,639	—	47,924	204,270	—	30,561
Hadera	242,282	13,150	11,431	198,810	16,380	13,585
Tel Aviv	189,763	—	17,208	137,493	—	22,604
Zichron Ya'aqov	8,529	—	—	12,110	—	—
Deir Sneid	14,111	25,542	1,753	2,371	26,579	4,673
Qalqilya	12,644	624	3,240	6,489	178	499
Yebnah	25,066	—	10,197	10,789	1,054	2,915
Majdal	5,041	19,569	2,316	5,007	12,746	4,585
Lydda and Bir Ya'aqov	28,341	—	1,646	30,164	—	2,250
Gaza	7,127	13,558	2,178	5,121	22,074	2,542
Binyamina	34,112	21,093	262	13,503	4,251	500
Acre	—	—	—	5,192	—	—
Other Stations	14,014	1,802	1,060	8,784	3,852	3,020
Total	1,985,791	95,849	205,502	1,417,673	87,114	220,741

ANALYSIS OF ORANGE TRAFFIC FOR THE SEASON 1933-34.

COMPARED WITH THE SEASONS OF 1932-33, 1931-32, AND 1930-31.

Station from.	Year.	T O						Total.	
		E.S.R.	Jaffa	Jerusalem	Haifa.	C.F.H.	Other Stations.		
		Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	% of
GAZA	1933-34	123	569	—	281	—	—	973	1.08
	1932-33	101	881	—	203	—	—	1,185	1.73
	1931-32	420	580	—	57	—	2	1,059	2.42
	1930-31	486	304	—	—	—	—	790	2.48
DEIR SUNEID	1933-34	69	1,115	3	539	—	—	1,726	1.93
	1932-33	191	1,081	—	95	—	—	1,367	2.00
	1931-32	257	933	—	117	—	—	1,307	2.99
	1930-31	360	348	—	103	—	—	811	2.55
EL MAJDAL	1933-34	90	799	11	199	—	—	1,099	1.23
	1932-33	185	515	—	204	—	66	970	1.42
	1931-32	156	725	2	81	—	—	964	2.20
	1930-31	159	502	—	—	—	—	661	2.08
YIBNA	1933-34	379	—	—	1,000	—	2	1,381	1.54
	1932-33	95	43	—	426	—	—	564	.83
	1931-32	85	210	—	21	—	—	316	.72
	1930-31	147	—	—	169	—	—	316	1.00
REHOVOT	1933-34	2,329	—	—	24,258	—	167	26,754	29.86
	1932-33	2,600	—	—	15,227	—	—	17,827	26.08
	1931-32	2,242	—	—	7,116	—	—	9,358	21.39
	1930-31	1,420	—	—	4,562	—	—	5,962	18.81
LYDDA AND BEER YA'AQOV	1933-34	67	—	—	1,049	—	—	1,116	1.25
	1932-33	95	—	—	1,223	—	—	1,318	1.93
	1931-32	145	—	25	1,201	—	—	1,371	3.13
	1930-31	260	—	—	984	—	9	1,253	3.94
TEL AVIV	1933-34	859	—	—	7,396	—	—	8,255	9.21
	1932-33	728	—	—	5,469	—	—	6,197	9.07
	1931-32	270	—	—	1,023	—	—	1,293	2.96
	1930-31	583	—	—	237	—	—	820	2.58

Station from.	Year.	T O						Total.	
		E.S.R.	Jaffa	Jerusalem	Haifa.	C.F.H.	Other Stations.		
		Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	% of
JAFFA	1933-34	1,995	—	45	10,523	—	1	12,564	14.02
	1932-33	1,322	—	84	8,001	—	—	9,407	13.76
	1931-32	1,918	—	7	6,558	21	27	8,531	19.49
	1930-31	3,872	—	—	4,261	22	12	8,167	25.68
PETAH TIQVA	1933-34	2,069	—	—	19,394	—	—	21,463	23.95
	1932-33	1,331	—	—	15,908	—	12	17,251	25.24
	1931-32	1,060	—	—	9,033	—	—	10,093	23.06
	1930-31	898	—	—	6,266	—	8	7,172	22.55
QALQILYA	1933-34	130	25	6	489	—	—	650	.73
	1932-33	18	7	—	236	—	—	261	.38
	1931-32	13	10	—	471	—	6	500	1.14
	1930-31	42	—	17	180	—	—	239	.75
TULKARM	1933-34	21	26	—	233	—	12	292	.32
	1932-33	45	40	—	143	—	—	228	.33
	1931-32	6	120	—	50	—	8	184	.42
	1930-31	8	161	—	—	—	—	169	.53
HADERA	1933-34	455	477	—	8,663	—	963	10,558	11.78
	1932-33	524	673	49	6,867	—	1,537	9,650	14.12
	1931-32	416	3,117	—	4,157	—	—	7,690	17.58
	1930-31	460	2,235	41	1,875	—	108	4,719	14.84
BINYAMINA	1933-34	11	878	—	844	—	6	1,739	1.94
	1932-33	19	164	—	554	—	40	777	1.14
	1931-32	—	115	—	59	—	—	174	.40
	1930-31	—	—	—	46	—	5	51	.16
ZIKHRON YA'AQOV	1933-34	—	—	—	300	—	—	300	.33
	1932-33	—	—	—	436	—	—	436	.64
	1931-32	—	—	—	343	—	—	343	.78
	1930-31	—	—	—	378	—	—	379	1.19

ANALYSIS OF ORANGE TRAFFIC FOR THE SEASON 1933-34—continued.

Station from.	Year.	T O						Total.	
		E.S.R.	Jaffa	Jerusalem	Haifa.	C.F.H.	Other Stations.		
		Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	% of
HAIFA	1933-34	304	20	—	—	36	—	360	·40
	1932-33	319	8	—	—	—	17	344	·50
	1931-32	136	7	—	—	—	—	143	·33
	1930-31	9	—	—	—	21	—	30	·10
ACRE	1933-34	—	—	—	14	—	2	16	·02
	1932-33	—	—	—	202	—	—	202	·30
	1931-32	—	—	—	363	—	—	363	·83
	1930-31	—	—	—	195	—	—	195	·61
OTHER STATIONS	1933-34	22	57	2	284	—	—	365	·41
	1932-33	73	114	—	159	18	—	364	·53
	1931-32	—	30	—	34	8	—	72	·16
	1930-31	7	4	—	16	12	6	45	·15
TOTAL	1933-34	8,923	3,966	67	75,466	36	1,153	89,611	100·00
	1932-33	7,646	3,526	133	55,353	18	1,672	68,348	100·00
	1931-32	7,124	5,847	34	30,684	29	43	43,761	100·00
	1930-31	8,711	3,554	58	19,273	55	148	31,799	100·00
PERCENTAGE OF TOTAL	1933-34	9·96	4·43	·07	84·22	·04	1·28	100·00	
	1932-33	11·19	5·16	·19	80·99	·03	2·44	100·00	
	1931-32	16·28	13·36	·08	70·11	·07	·10	100·00	
	1930-31	27·39	11·18	·18	60·61	·17	·47	100·00	

The column of " Other Stations " includes 1,136 Tons to Tel Aviv.

TABLE OF MELON TRAFFIC FOR THE SEASON 1933.

COMPARED WITH THE SEASONS 1932 AND 1931.

Station from.	Year.	T O						Total.	
		E.S.R.	Jerusalem	Haifa.	Semakh.	C.F.H.	Other Stations.		
		Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	% of
RAFA	1933	402	58	—	—	—	20	480	4.25
	1932	193	—	—	—	—	30	223	1.61
	1931	1,159	—	—	—	—	20	1,179	6.90
KHAN YUNIS	1933	—	346	273	—	10	183	812	7.19
	1932	—	519	258	—	—	66	843	6.09
	1931	11	106	61	—	10	20	208	1.22
DEIR EL BELAH	1933	—	593	817	—	—	6	1,416	12.54
	1932	—	811	166	—	—	5	982	7.10
	1931	10	527	201	—	—	—	738	4.31
RAS EL EIN	1933	—	—	—	—	—	—	—	—
	1932	—	—	—	—	—	9	9	-.07
	1931	—	121	—	—	—	—	121	-.71
QALQYLIA	1933	—	576	749	—	—	—	1,325	11.73
	1932	—	903	854	—	10	—	1,767	12.77
	1931	35	1,913	1,104	—	37	10	3,099	18.12
TULKAREM BROAD GAUGE	1933	—	59	624	—	—	2	685	6.06
	1932	—	275	653	—	—	33	961	6.95
	1931	108	378	712	11	—	—	1,209	7.07
HADERA	1933	—	205	3,586	12	—	25	3,828	33.89
	1932	—	84	3,915	—	10	10	4,019	29.04
	1931	11	39	4,168	34	221	15	4,488	26.24
BINYAMINA	1933	—	—	1,038	—	—	6	1,044	9.24
	1932	—	17	2,076	—	10	10	2,113	15.27
	1931	—	32	2,150	—	81	33	2,296	13.42

STATEMENT OF MELON TRAFFIC FOR THE SEASON 1933—continued.

Station from.	Year.	T O						Total.	
		E.S.R.	Jerusalem	Haifa.	Samakh.	C.F.H.	Other Stations.		
		Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	% of
HAIFA BROAD GAUGE	1933	—	—	—	—	—	—	—	—
	1932	—	11	—	—	—	23	34	·25
	1931	—	—	—	—	—	—	—	—
HAIFA NARROW GAUGE	1933	—	—	—	—	1,324	196	1,520	13·46
	1932	—	—	—	8	—	191	199	1·44
	1931	—	—	—	33	1,750	131	1,914	11·19
TULKAREM NARROW GAUGE.. .. .	1933	—	—	—	—	—	—	—	—
	1932	—	—	—	—	2,175	—	2,175	15·72
	1931	—	—	—	26	906	307	1,239	7·24
SAMAKH	1933	—	—	—	—	—	—	—	—
	1932	—	—	—	—	—	—	—	—
	1931	—	—	—	—	56	—	56	—·33
OTHER STATIONS	1933	—	150	15	—	—	20	185	1·64
	1932	—	191	—	—	179	140	510	3·69
	1931	169	99	52	12	22	202	556	3·25
TOTAL	1933	402	1,987	7,102	12	1,334	458	11,295	100·00
	1932	193	2,811	7,922	8	2,384	517	13,835	100·00
	1931	1,503	3,215	8,448	116	3,083	738	17,103	100·00
% OF TOTAL	1933	3·56	17·59	62·88	·11	11·81	4·05	100·00	
	1932	1·39	20·32	57·26	·06	17·23	3·74	100·00	
	1931	8·79	18·80	49·39	·68	18·03	4·31	100·00	

PALESTINE RAILWAY AND OPERATED LINES.

NUMBER OF STAFF EMPLOYED AND SALARIES AND WAGES PAID AS PER WAGES
PAYBILLS, FOR THE MONTH OF MARCH, 1934.

COMPARED WITH MARCH, 1933 AND 1932.

			CLASSIFIED.		UNCLASSIFIED.		TOTAL.	
			British Nos.	Others Nos.	Monthly Nos.	Daily Nos.	Nos.	£P.
GENERAL MANAGER	1934		5	9	—	3	17	572
	1933		5	8	1	2	16	564
	1932		5	8	1	2	16	565
CHIEF ACCOUNTANT	1934		6	54	14	—	74	1,217
	1933		5	59	14	—	78	1,310
	1932		7	60	14	—	81	1,295
STORES SUPERINTENDENT ..	1934		3	16	11	25	55	520
	1933		4	17	8	24	53	695
	1932		5	19	8	26	58	576
MEDICAL SERVICES	1934		—	—	7	—	7	79
	1933		—	—	7	—	7	85
	1932		—	—	7	—	7	82
TRANSPORTATION :—								
(a) Running	1934		3	17	360	170	550	4,256
	1933		3	18	330	63	414	3,470
	1932		4	17	345	52	418	3,509
(b) Traffic	1934		6	148	286	—	440	4,083
	1933		6	152	273	—	431	4,004
	1932		9	157	287	—	453	4,202
CHIEF MECHANICAL ENGINEER	1934		8	22	38	556	624	5,261
	1933		9	25	44	639	717	6,155
	1932		10	26	47	722	805	6,429
CHIEF ENGINEER	1934		11	36	29	2,250	2,326	8,612
	1933		11	37	30	1,330	1,408	7,154
	1932		13	37	32	1,347	1,429	6,575
TOTAL	1934		42	302	745	3,004	4,093	24,600
	1933		43	316	707	2,058	3,124	23,437
	1932		53	324	741	2,149	3,267	23,233

Note.—1. The large increase in the Chief Engineer's branch was due to temporary staff engaged on the relaying of steel sleepers on the Jaffa-Jerusalem line, and on the elimination of curves on the Sinai (Kantara-Rafah) Railway.

2. The small increase in the Transportation branch was due to the employment of temporary outdoor staff to deal with the increased traffic.

3. The decrease in the Chief Mechanical Engineer's staff is accounted for by the centralisation of the mechanical works at Haifa, and the closing down of the workshops at El Kantara.

PALESTINE RAILWAY AND OPERATED LINES.

LIST OF RAILWAY EMPLOYEES BY NATIONALITIES,

AS AT 31st MARCH, 1934.

COMPARED WITH THE 31st MARCH, 1933.

Nationality.	1934.		1933.	
	Number Employed.	% of Total.	Number Employed.	% of Total.
1. Palestinians	2,423	59·21	2,171	69·49
2. Egyptians	1,342	32·80	601	19·24
3. Transjordanians	123	3·02	123	3·94
4. British and British Subjects ..	49	1·21	53	1·70
5. Polish	41	1·00	54	1·73
6. Greeks	32	·78	31	1·00
7. Syrians	17	·42	20	·64
8. Turks	12	·29	11	·35
9. Russians	7	·17	10	·33
10. Rumanians	6	·15	7	·22
11. Persians	2	·05	2	·06
12. Armenians	3	·07	3	·10
13. Italians	5	·12	4	·13
14. Soudanese	2	·05	3	·10
15. Austrians	1	·02	2	·06
16. Cypriots	1	·02	3	·10
17. Algerians	3	·07	3	·10
18. Spanish	3	·07	3	·10
19. Bulgarians	2	·05	2	·06
20. Hungarians	1	·02	2	·06
21. Lithuanians	1	·02	2	·06
22. French	2	·05	2	·06
23. Indians	2	·05	3	·10
24. Albanians	2	·05	2	·06
25. Yemanites	1	·02	1	·03
26. Maltese	1	·02	1	·03
27. Yugo Slavians	1	·02	1	·03
28. Ukrainians	1	·02	1	·03
29. Iraqis	1	·02	1	·03
30. Germans	5	·12	1	·03
31. Americans	1	·02	1	·03
TOTAL	4,093	100·00	3,124	100·00

RAILWAY EMPLOYEES BY RELIGION.

	1934.		1933.	
	No.	% of Total.	No.	% of Total.
Christians	836	20·42	716	22·92
Moslems	2,914	71·20	2,008	64·28
Jews	336	8·21	393	12·58
Bahais	6	·15	6	·19
Druses	1	·02	1	·03
TOTAL	4,093	100·00	3,124	100·00

ABSTRACT "A."
MAINTENANCE AND RENEWALS OF WAYS AND WORKS.

Item No.	Heads and Sub-Heads.	Approved Estimates 1933-34. £P. Mils.	Actual Expenditure 1933-34. £P. Mils.	Over the Estimate. £P. Mils.	Under the Estimate. £P. Mils.	Item No.	Remarks explanatory of Increase or Decrease.
1-52	A. PERSONAL EMOLUMENTS B. OTHER CHARGES. <i>Maintenance of Water Supply, Roads, Bridges and Works ..</i>	16,849·000	16,572·393	—	276·607	1-52	Savings.
53	Labour	5,120·000	4,523·982	—	596·018	53	Savings.
54	Materials	3,600·000	3,003·387	—	596·613	54	Savings.
	<i>Maintenance of Permanent Way.</i>						
55	Labour	46,954·000	46,226·854	—	727·146	55	Savings.
56	Materials	28,678·000	20,586·379	—	8,091·621	56	Savings.
	<i>Maintenance of Stations, Buildings, Tools, and Plant.</i>						
57	Labour	4,580·000	4,380·906	—	199·094	57	Savings.
58	Materials	3,800·000	3,641·466	—	158·534	58	Savings.
	<i>Maintenance of Signalling and Interlocking ..</i>						
59	Labour	1,886·000	1,651·549	—	234·451	59	Savings.
60	Materials	610·000	460·338	—	149·662	60	Savings.
		112,077·000	101,047·254	—	11,029·746		Under the Estimate £P.11,029·746 Mils.
	ALLOCATION :—						
	Palestine Railway	56,335·000	54,437·739	—	1,897·261		Savings.
	Sinai (Kantara-Rafa) Railway ..	30,394·000	25,055·198	—	5,338·802		Savings.
	Hijaz Railway	25,348·000	21,554·317	—	3,793·683		Savings.
		112,077·000	101,047·254	—	11,029·746		Under the Estimate £P.11,029·746 Mils.

ABSTRACT "B."
MAINTENANCE AND RENEWALS OF ENGINES AND ROLLING STOCK.

Item No.	Heads and Sub-Heads.	Approved Estimates 1933-34. £P. Mils.	Actual Expenditure 1933-34. £P. Mils.	Over the Estimate. £P. Mils.	Under the Estimate. £P. Mils.	Item No.	Remarks explanatory of Increase or Decrease.
1-28	A. PERSONAL EMOLUMENTS	11,556-000	11,118-692	—	437-308	1-28	Mainly due to retrenchment of staff.
	B. OTHER CHARGES.						
	<i>Maintenance of Locomotives and Rail Cars.</i>						
29	Labour	47,000-000	45,074-305	—	1,925-695	29	Savings.
30	Materials	12,800-000	14,004-412	1,204-412	—	30	Overspending due to the increased traffic on the standard gauge section of the line, less savings on the Hijaz Railway.
	<i>Maintenance of Coaching Stock.</i>						
31	Labour	9,200-000	7,685-975	—	1,514-025	31	Savings.
32	Materials	3,860-000	3,171-138	—	688-862	32	Savings.
	<i>Maintenance of Wagon Stock.</i>						
33	Labour	10,800-000	10,058-679	—	741-321	33	Savings.
34	Materials	4,410-000	4,016-481	—	393-519	34	Savings.
	<i>Electrical and Departmental Services.</i>						
35	Labour	2,557-000	2,190-551	—	366-449	35	Savings.
36	Materials	5,087-000	4,732-668	—	354-332	36	Principally due to concession on the price of energy used for power, obtained after the estimates were submitted.
		107,270-000	102,052-901	1,204-412	6,421-511		Under the estimate £P.5,217-099 Mils.
	ALLOCATION :—						
	Palestine Railway	63,456-000	60,308-247	—	3,147-753		Savings.
	Sinai (Kantara-Rafa) Railway ..	17,147-000	18,647-462	1,500-462	—		
	Hijaz Railway	26,667-000	23,097-192	—	3,569-808		Savings.
		107,270-000	102,052-901	1,500-462	6,717-561		Under the estimate £P.5,217-099 Mils.

ABSTRACT "C."
TRANSPORTATION EXPENSES.

Item No.	Heads and Sub-Heads.	Approved Estimates 1933-34.	Actual Expenditure 1933-34.	Over the Estimate.	Under the Estimate.	Item No.	Remarks explanatory of Increase or Decrease.
		£P. Mils.	£P. Mils.	£P. Mils.	£P. Mils.		
1-39	A. PERSONAL EMOLUMENTS	34,865-000	35,097-569	232-569	—	1-39	Due to unforeseen payments of expatriation allowances to three officers and adjustment of salary scales, Chief Secretary's Circular No. 3, dated 1st February, 1933, less savings accruing from staff retrenched, whose emoluments were provided for in full in the estimates.
	B. OTHER CHARGES:						
	<i>Expenses connected with the Running of Locomotives and Rail Cars.</i>						
40	Labour	30,185-000	29,663-734	—	521-266	40	Savings.
41	Materials	50,880-000	57,904-575	7,024-575	—	41	Due to additional coal consumption on account of increased traffic and £P.1,187 value of firewood sleepers used for lighting of engines in previous years and charged for at the time.
	<i>Expenses connected with Stations and Movements of Trains and Traffic other than Locomotive Expenses.</i>						
42	Labour	18,670-000	18-833-998	163-998	—	42	Due to engagement of additional staff for yard services on account of increased traffic.
43	Porterage services, etc.	6,270-000	6,503-143	233-143	—	43	Increased expenditure on tarpaulins and ropes.
		140,870-000	148,003-019	7,654-285	521-266		Over the estimate £P.7,133-019 Mils.
	ALLOCATION :—						
	Palestine Railway	82,979-000	94,144-761	11,165-761	—		Special Warrant R/6 of 6th May, 1934, for £P.9,929.
	Sinai (Kantara-Rafa) Railway	22,127-000	20,108-381	—	2,018-619		Savings.
	Hijaz Railway	35,764-000	33,749-877	—	2,014-123		Savings.
		140,870-000	148,003-019	11,165-761	4,032-742		Over the estimate £P.7,133-019 Mils.

ABSTRACT " D."
GENERAL CHARGES.

Item No.	Heads and Sub-Heads.	Approved Estimates 1933-34. £P. Mils.	Actual Expenditure 1933-34. £P. Mils.	Over the Estimate. £P. Mils.	Under the Estimate. £P. Mils.	Item No.	Remarks explanatory of Increase or Decrease.
1-16	A. PERSONAL EMOLUMENTS.						
	I. General Manager	5,997·000	6,015·221	18·221	—	1-16	Emoluments paid to Acting Secretary in respect of the period 4th November, 1926, to 21st January, 1927, less savings.
17-32	II. Chief Accountant	14,990·000	14,484·721	—	505·279	17-32	Savings.
33-47	III. Superintendent of Stores	6,519·000	6,462·225	—	56·775	33-47	Savings.
	Total Personal Emoluments	27,506·000	26,962·167	18·221	562·054		
	B. OTHER CHARGES.						
48	Cost of Living Allowances	3,267·000	3,150·933	—	116·067	48	Savings.
49	Travelling Allowances	865·000	654·552	—	210·448	49	Savings.
50	House Allowances	1,028·000	836·376	—	191·624	50	Savings.
51	Assisted Passages	508·000	744·246	236·246	—	51	Due to unforeseen payments to two officers duly authorised by Government.
52	Equipment and Furniture	1,339·000	1,197·436	—	141·564	52	Savings.
53	Printing, Stationery, Advertising, and Publicity	5,026·000	2,962·947	—	2,063·053	53	Savings.
54	Uniforms	929·000	855·540	—	73·460	54	Savings.
55	Loss and Depreciation of Stores	100·000	110·203	10·203	—	55	Insufficient provision.
56	Compensation, Pensions, and Gratuities	4,245·000	5,060·039	815·039	—	56	Payments to staff retrenched not provided for.
57	Rent of Buildings and Land	3,120·000	2,140·881	—	979·119	57	Savings.
58	Entertainment of Official Guests	50·000	—	—	50·000	58	Savings.
59	Contingencies	200·000	28·198	—	171·802	59	Savings.
60	Hire of Rolling Stock by Kantara-Rafa Railway (Interest and Renewals)	16,000·000	14,401·204	—	1,598·796	60	Reduced percentages of division for Kantara-Rafa Railway.
61	Medical Services	2,520·000	2,160·505	—	359·495	61	Savings.
62	Posts and Telegraphs Services	7,112·000	7,153·139	41·139	—	62	Installation of new telephones at the New Railway Workshops and extra postage not provided for in the estimates.
63	Colonial Audit Services	2,230·000	2,230·000	—	—	63	
64	Palestine Railways Agent at Damascus	50·000	50·000	—	—	64	
65	Landing Charges	500·000	727·447	227·447	—	65	Insufficient provision.
66	Repatriation of Retrenched Staff	100·000	223·751	123·751	—	66	Actual payments made in excess of amounts provided.
—	Rental of Sinai (Kantara-Rafa) Railway	—	4,000·000	4,000·000	—	—	Secretary of State despatch—Confidential, dated 4th March, 1933.
	Total Other Charges	49,189·000	48,687·397	5,453·825	5,955·428		
	TOTAL ABSTRACT " D."	76,695·000	75,649·564	5,472·046	6,517·482		Under the estimate £P.1,045·436 Mils.
	ALLOCATION :—						
	Palestine Railway	32,985·000	37,640·759	4,655·759	—		Special Warrant R/7 of 6th May, 1934, for £P.5,893.
	Sinai (Kantara-Rafa) Railway	27,675·000	26,081·693	—	1,593·307		Savings.
	Hijaz Railway	16,035·000	11,927·112	—	4,107·888		Savings.

ABSTRACT " E."
DEBT CHARGES.

Item No.	Heads and Sub-Heads.	Approved Estimates 1933 34.	Actual Expenditure 1933 34.	Over the Estimate.	Under the Estimate.	Remarks explanatory of Increase or Decrease.
		£P. Mils.	£P. Mils.	£P. Mils.	£P. Mils.	
1	Interest Charges at 5 per cent per annum in respect of Palestine and East Africa Loans Act, 1926 :— Loan Schedule .. £ 1,631,841 Wickham Valuation .. £ 836,465 2,468,306 123,415·000 123,414·262 — —·738	123,415·000	123,414·262	—	—·738	
2	Sinking Fund Charges at £1 3s. 4d. per annum payable half yearly	32,294·000	32,294·000	—	—	
3	Management Charges	751·000	749·587	—	1·413	
		156,460·000	156,457·849	—	2·151	

ABSTRACT "F."
CAPITAL WORKS AND SERVICES.

Item No.	Heads and Sub-Heads.	Approved Estimates 1933-34.	Actual Expenditure 1933-34.	Under the Estimate.	Over the Estimate.	Item No.	Remarks explanatory of Increase or Decrease.
		£P. Mils.	£P. Mils.	£P. Mils.	£P. Mils.		
	A. PALESTINE RAILWAY.						
1	Provision of Orange Shed at Petah Tiqva ..	1,850·000	1,849·899	—·101	—	1	Savings.
2	Improved Ventilation of Palestine Railway Wagons for Transport of Oranges	700·000	311·088	388·912	—	2	Price of ventilators in United Kingdom less than anticipated.
3	Land Compensation Claims	250·000	—	250·000	—	3	
4	Minor New Works	2,700·000	2,116·966	583·034	—	4	
—	Transfer of Steam Roller S.7 from Public Works Department to Palestine Railway	—	100·000	—	100·000	—	Special Warrant No. R/5 of 19th February, 1934.
	<i>Works on Sinai (Kantara-Rafa) Railway met from Palestine Railway Funds.</i>						
	Installation of Electric Light for Wagon Transporter Siding at Kantara	—	—·780	—·780	—		
	Total Palestine Railway	5,500·000	4,377·173	1,222·827	100·000		
	B. HIJAZ RAILWAY.						
5	Land Compensation Claims	200·000	—	200·000	—	5	
—	Purchase of two New Boilers for Borsig Engines	—	1·242	1·242	—	—	
—	Provision of material for the loop, a booking hut & shelter for passengers, and earth-work for a ground level platform at Kiryat Haim, Haifa-Acre Line ..	—	395·416	—	395·416	—	Special Warrant No. R/4, dated 2nd January, 1934, for £P.402.
—	Amount due to His Majesty's Government in respect of cost of relaying Haifa-Acre Line	—	2,734·000	—	2,734·000	—	Special Warrant No. R/1, dated 12th June, 1933, for £P.2,734. Secretary of State's despatch No. 380 of 25th April, 1933.
	Total Hijaz Railway	200·000	3,128·174	201·242	3,129·416		

ABSTRACT "G."
EXPENDITURE FROM RENEWALS FUND.

Item No.	Heads and Sub-Heads.	Approved Estimates 1933-34.	Actual Expenditure to 31/3/34.	Over the Estimate.	Under the Estimate.	Item No.	Remarks explanatory of Increase or Decrease.
		£P. Mils.	£P. Mils.	£P. Mils.	£P. Mils.		
	PALESTINE RAILWAY—1933-34 Votes.						
1	Sleepers	28,575·000	19,975·015	—	8,599·985	1	Due to delay caused by late commencement of the five years renewals programme on the Jaffa-Jerusalem Line.
2	Water Pipe Lines and Storage Tanks at Stations	500·000	470·833	—	29·167	2	Savings.
3	Engineering Plant	1,338·000	724·459	—	613·541	3	Work delayed owing to late arrival of material from the United Kingdom.
4	Buildings	4,382·000	4,690·979	308·979	—	4	Stock of timber and plaster of paris which will be used on works authorised in year 1934-35.
5	Travelling Water Tanks	800·000	591·670	—	208·330	5	Fall in prices in the United Kingdom.
6	Travelling Oil Tanks	480·000	422·595	—	57·405	6	Fall in prices in the United Kingdom.
7	Machine Tools for Locomotive Workshops ..	2,025·000	—	—	2,025·000	7	Postponed.
8	Two (5 ton) Steam Travelling Cranes	1,900·000	—	—	1,900·000	8	Postponed.
		40,000·000	26,875·551	308·979	13,433·428		

PALESTINE RAILWAY

STATEMENT OF REVENUE

FOR THE PERIOD FROM 1st APRIL

Expenditure.

PARTICULARS.	Total.	Palestine Railway.	Kantara- Rafa Railway.	Hijaz Railway.
	£P. Mils.	£P. Mils.	£P. Mils.	£P. Mils.
ABSTRACT "A."—MAINTENANCE AND RENEWAL OF WAY AND WORKS.				
Approved Estimates	112,077·000	56,335·000	30,394·000	25,348·000
Actual Expenditure	101,047·254	54,437·739	25,055·198	21,554·317
Under the Estimate	11,029·746	1,897·261	5,338·802	3,793·683
ABSTRACT "B."—MAINTENANCE AND RENEWAL OF LOCOMOTIVES AND ROLLING STOCK.				
Approved Estimates	107,270·000	63,456·000	17,147·000	26,667·000
Actual Expenditure	102,052·901	60,308·247	18,647·462	23,097·192
Over the Estimate	—	—	1,500·462	—
Under the Estimate	5,217·099	3,147·753	—	3,569·808
ABSTRACT "C."—TRANSPORTATION EXPENSES.				
Approved Estimates	140,870·000	82,979·000	22,127·000	35,764·000
Actual Expenditure	148,003·019	94,144·761	20,108·381	33,749·877
Over the Estimate	7,133·019	11,165·761	—	—
Under the Estimate	—	—	2,018·619	2,014·123
ABSTRACT "D."—GENERAL CHARGES.				
Approved Estimates	76,695·000	32,985·000	27,675·000	16,035·000
Actual Expenditure	75,649·564	37,640·759	26,081·693	11,927·112
Over the Estimate	—	4,655·759	—	—
Under the Estimate	1,045·436	—	1,593·307	4,107·888
ABSTRACT "E."—DEBT CHARGES.				
Approved Estimates	156,460·000	156,460·000	—	—
Actual Expenditure	156,457·849	156,457·849	—	—
Under the Estimate	2·151	2·151	—	—
SUPERVISION CHARGES.				
Approved Estimates	840·000	—	—	—
Actual Expenditure	840·000	—	—	—
ABSTRACT "F."—EXTRAORDINARY EXPENDITURE.				
Approved Estimates	5,700·000	5,500·000	—	200·000
Actual Expenditure	7,505·347	4,377·173	—	3,128·174
Over the Estimate	1,805·347	—	—	2,928·174
Under the Estimate	—	1,122·827	—	—
ABSTRACT "G."—EXPENDITURE FROM RENEWALS FUND.				
Approved Estimates	40,000·000	40,000·000	—	—
Actual Expenditure	40,000·000	40,000·000	—	—
ABSTRACT "H."—DEFICIT FOR PREVIOUS YEARS.— ESTIMATES.				
Actual Expenditure	48,586·746	—	—	48,586·746
Over the Estimate	48,586·746	—	—	48,586·746
TOTAL EXPENDITURE.				
Approved Estimates	639,912·000	437,715·000	97,343·000	104,014·000
Actual Expenditure	680,142·680	447,366·528	89,892·734	142,043·418
Over the Estimate	40,230·680	9,651·528	—	38,029·418
Under the Estimate	—	—	7,450·266	—
SURPLUS OR DEFICIT.				
Estimates	109,912·000	117,715·000	2,657·000	4,786·000
Actuals	40,637·262	15,660·198	16,914·802	43,598·687
Over the Estimate	69,274·738	102,054·802	14,257·802	—
Under the Estimate	—	—	—	48,384·687
TOTAL.				
Estimates	530,000·000	320,000·000	100,000·000	108,800·000
Actuals	639,505·418	431,706·330	106,807·536	98,444·731
Over the Estimate	109,505·418	111,706·330	6,807·536	—
Under the Estimate	—	—	—	10,355·269

FROM 1ST APRIL, 1933, TO 31ST MARCH, 1934.

Hijaz Railway.	Petah Tiqva Railway.	Particulars.	Total.	Palestine Railway.	Kantara- Rafa Railway.	Hijaz Railway.	Petah Tiqva Railway.
£P. Mils.	£P. Mils.		£P. Mils.	£P. Mils.	£P. Mils.	£P. Mils.	£P. Mils.
25,348·000 21,554·317 3,793·683	— — —	COACHING.					
		Approved Estimates ..	218,000·000	124,000·000	690,000·000	25,000·000	—
		Actual Revenue ..	248,188·789	150,708·364	72,318·581	25,161·789	·055
26,667·000 23,097·192 — 3,569·808	— — — —	Over the Estimates ..	30,188·789	26,708·364	3,318·581	161·789	·055
		GOODS.					
35,764·000 33,749·877 — 2,014·123	— — — —	Approved Estimates ..	278,200·000	168,000·000	29,000·000	80,000·000	1,200·000
		Actual Revenue ..	342,271·660	241,795·955	32,544·616	65,428·158	2,502·931
16,035·000 11,927·112 — 4,107·888	— — — —	Over the Estimates ..	64,071·660	73,795·955	3,544·616	—	1,302·931
		Under the Estimates ..	—	—	—	14,571·842	—
— — —	— — —	MISCELLANEOUS.					
		Approved Estimates ..	33,800·000	28,000·000	2,000·000	3,800·000	—
— —	840·000 840·000	Actual Revenue ..	49,044·969	39,202·011	1,944·339	7,854·784	43·835
200·000 3,128·174 2,928·174 —	— — — —	Over the Estimates ..	15,244·969	11,202·011	—	4,054·784	43·835
		Under the Estimates ..	—	—	55·661	—	—
— —	— —						
48,586·746 48,586·746	— —						
104,014·000 142,043·418 38,029·418 —	840·000 840·000 — —						
4,786·000 43,598·687 — 48,384·687	360·000 1,706·821 1,346·821 —						
108,800·000 98,444·731 — 10,355·269	1,200·000 2,546·821 1,346·821 —	TOTAL. Estimates Actuals Over the Estimate .. Under the Estimate ..	530,000·000 639,505·418 109,505·418 —	320,000·000 431,706·330 111,706·330 —	100,000·000 106,807·536 6,807·536 —	108,800·000 98,444·731 — 10,355·269	1,200·000 2,546·821 1,346·821 —

SINAI (KANTARA-RAFAH) RAILWAY SPECIAL FUND.

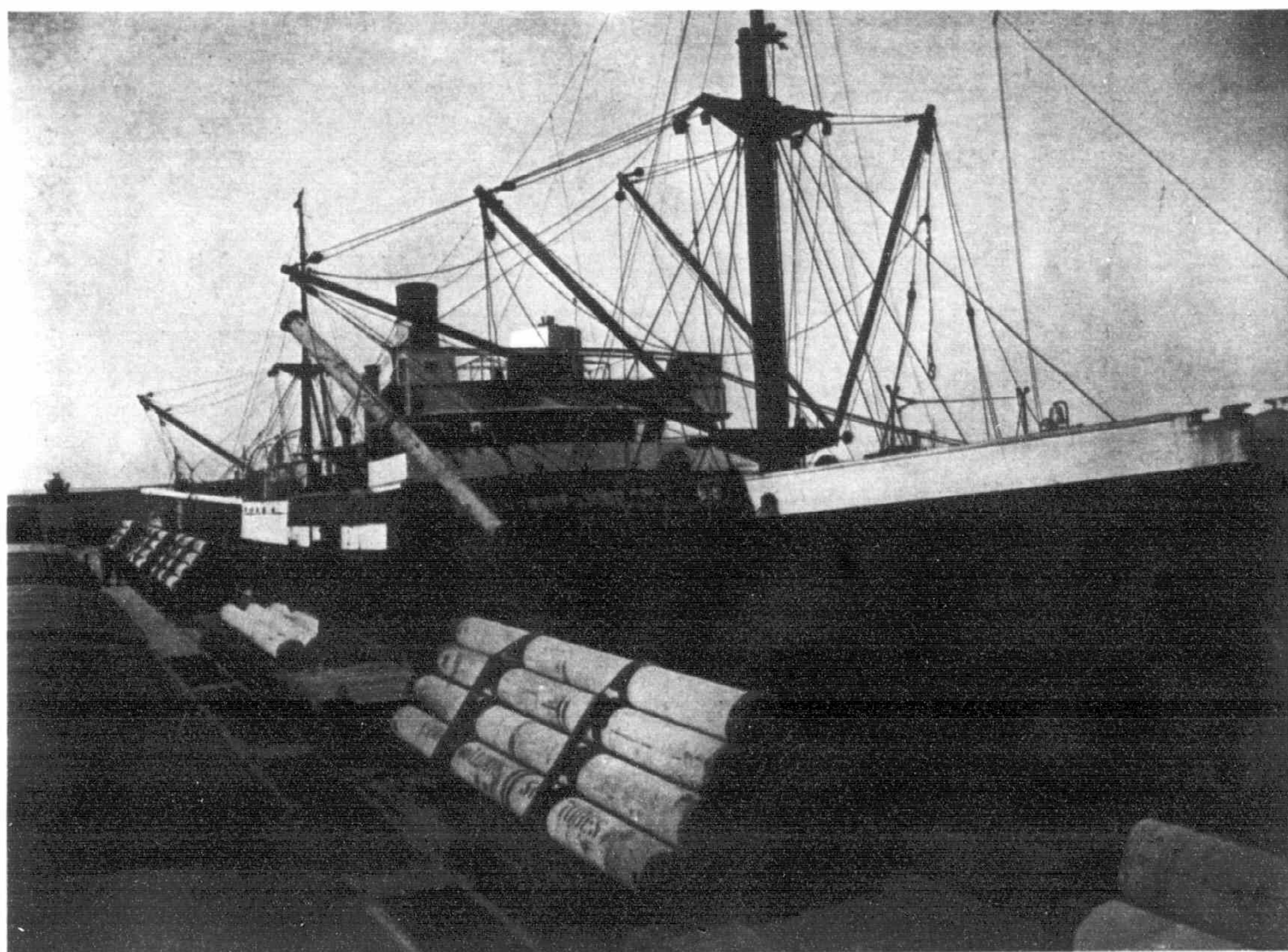
ACTUALS COMPARED WITH APPROVED ESTIMATES.

PERIOD 1ST APRIL, 1933, TO 31ST MARCH, 1934.

Item No.	Head and Sub-Head.	Approved Estimates.	Actual Expenditure 1933-34.	Over the Estimates.	Under the Estimates.	Item No.	Remarks explanatory of Increase or Decrease.
		£P. Mils.	£P. Mils.	£P. Mils.	£P. Mils.		
1	ENGINEERING. Provision of New Station Buildings at Rafah..	900-000	805-843	—	94-157	1	Savings.
2	Elimination of Curves	10,000-000	6,897-699	—	3,102-301	2	Work delayed owing to late arrival of sleepers.
—	Renewal of Water Supply at Kantara	—	3,317-440	3,317-440	—	—	Delay of arrival of piping from United Kingdom— Special Warrant No. R/2 dated 17th July, 1933, for £P.4,000.
		10,900-000	11,020-982	3,317-440	3,196-458		



REHOVOT—SHOWING ORANGE WAGONS ON NEW SIDING PUT IN DURING YEAR.

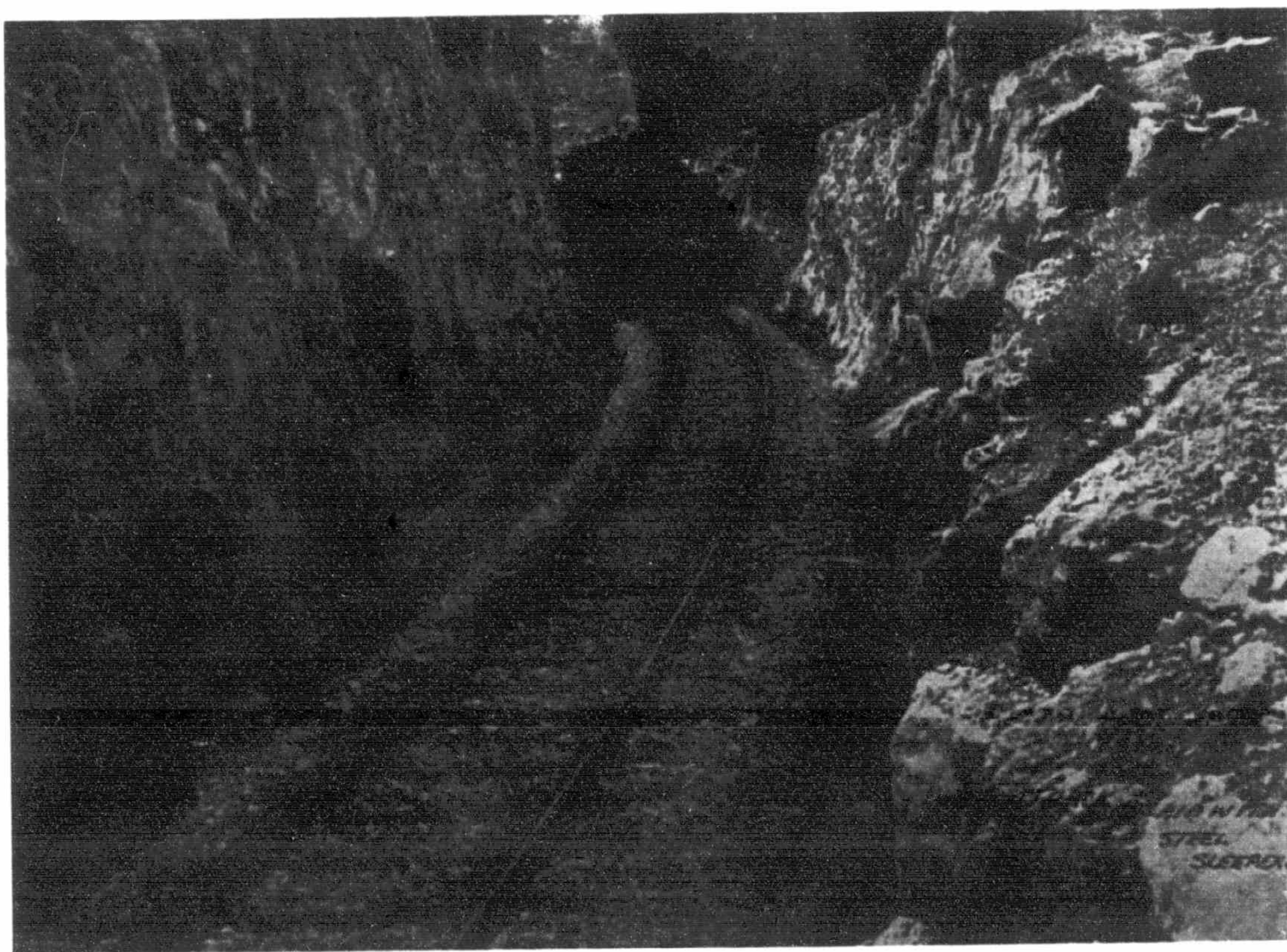


HAIFA—DISCHARGING PIPES FOR JERUSALEM WATER SUPPLY FROM SHIP TO WAGON.

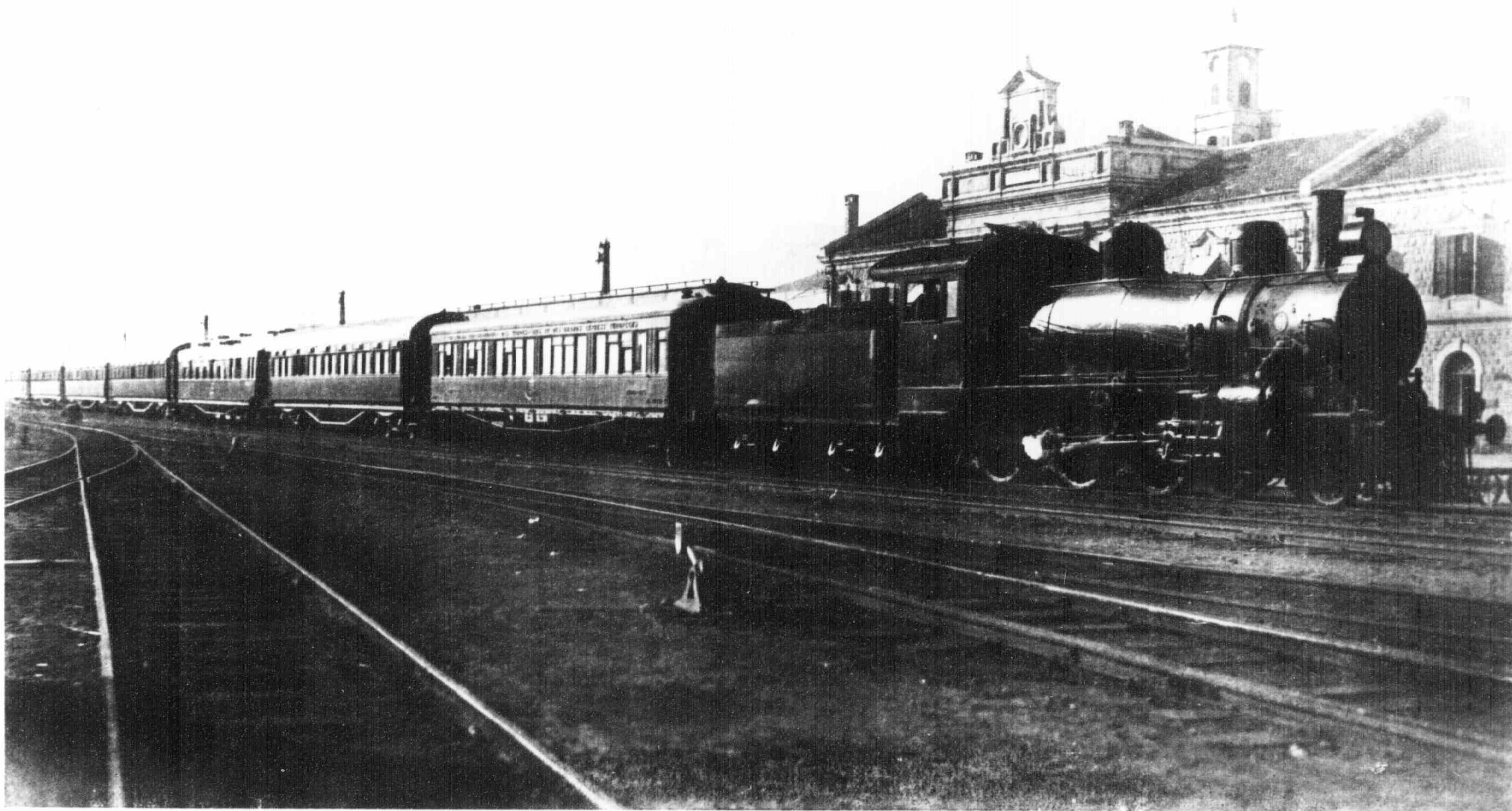


ORANGE-LOADING SHED. PETAH-TIQVA.

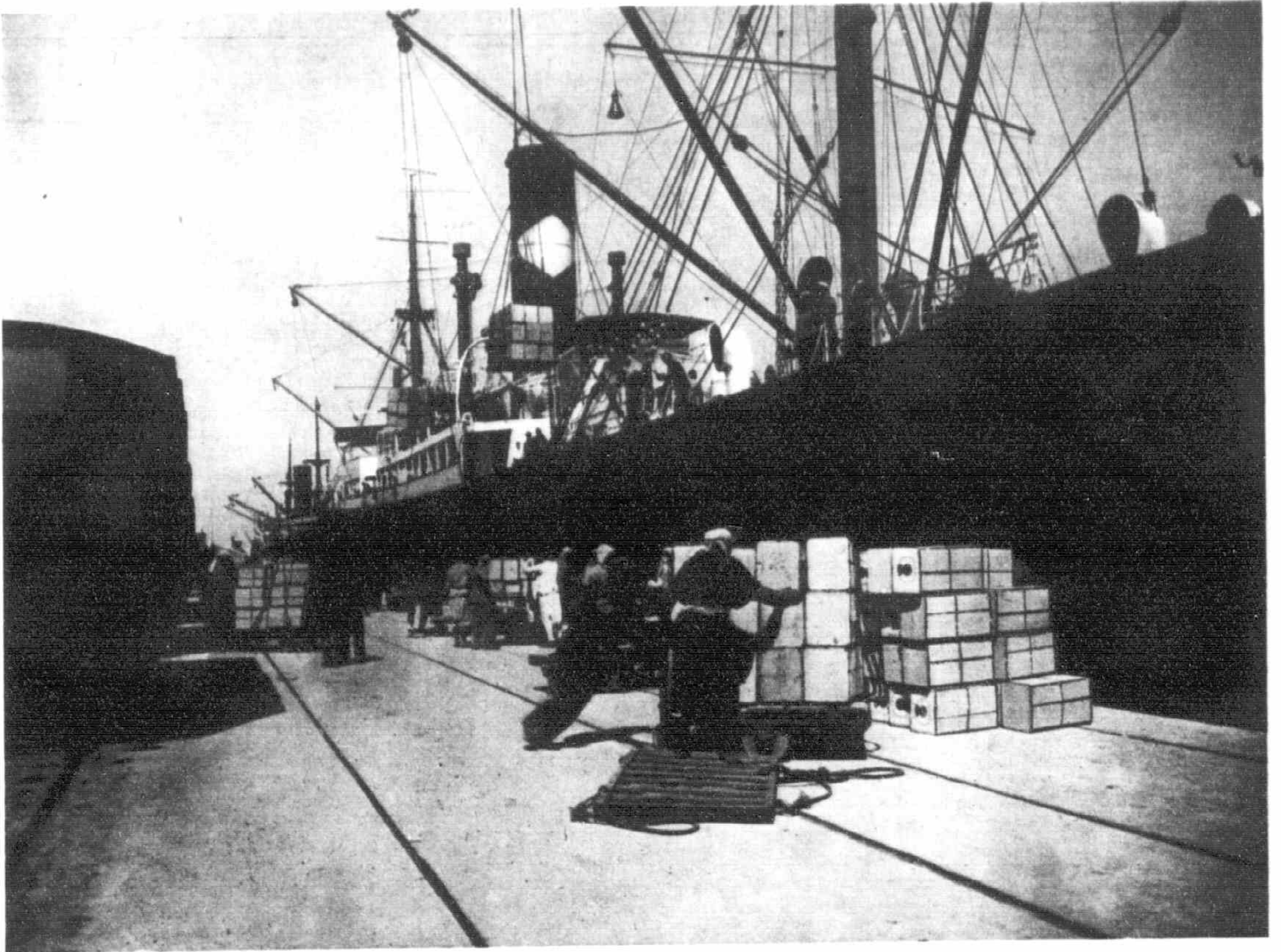
PETAH TIQVA—NEW ORANGE SHED.



JAFFA-JERUSALEM LINE—TRACK RELAYED WITH STEEL SLEEPERS.



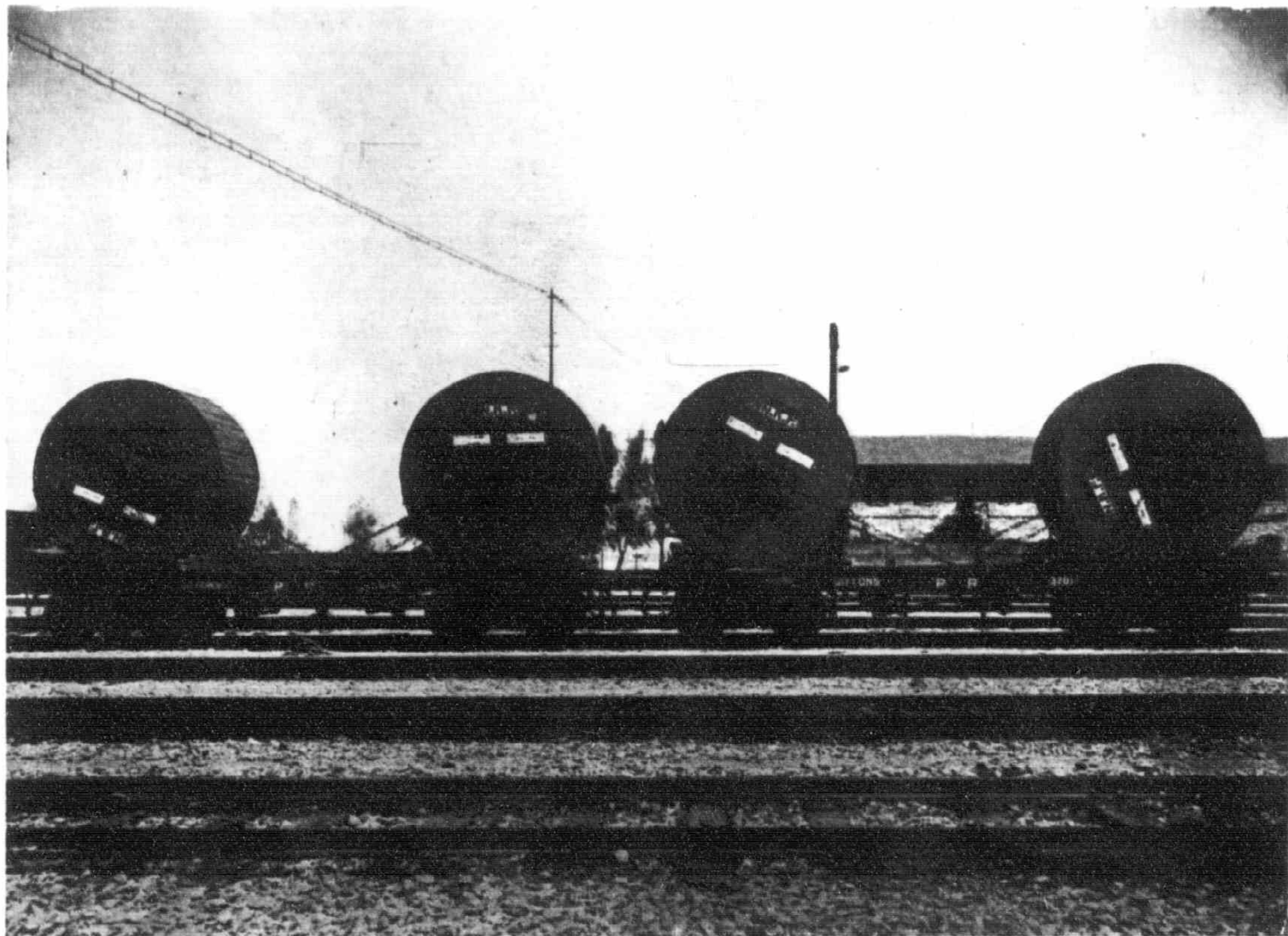
TRAIN LEAVING HAIFA STATION FOR EL KANTARA (SUEZ CANAL).



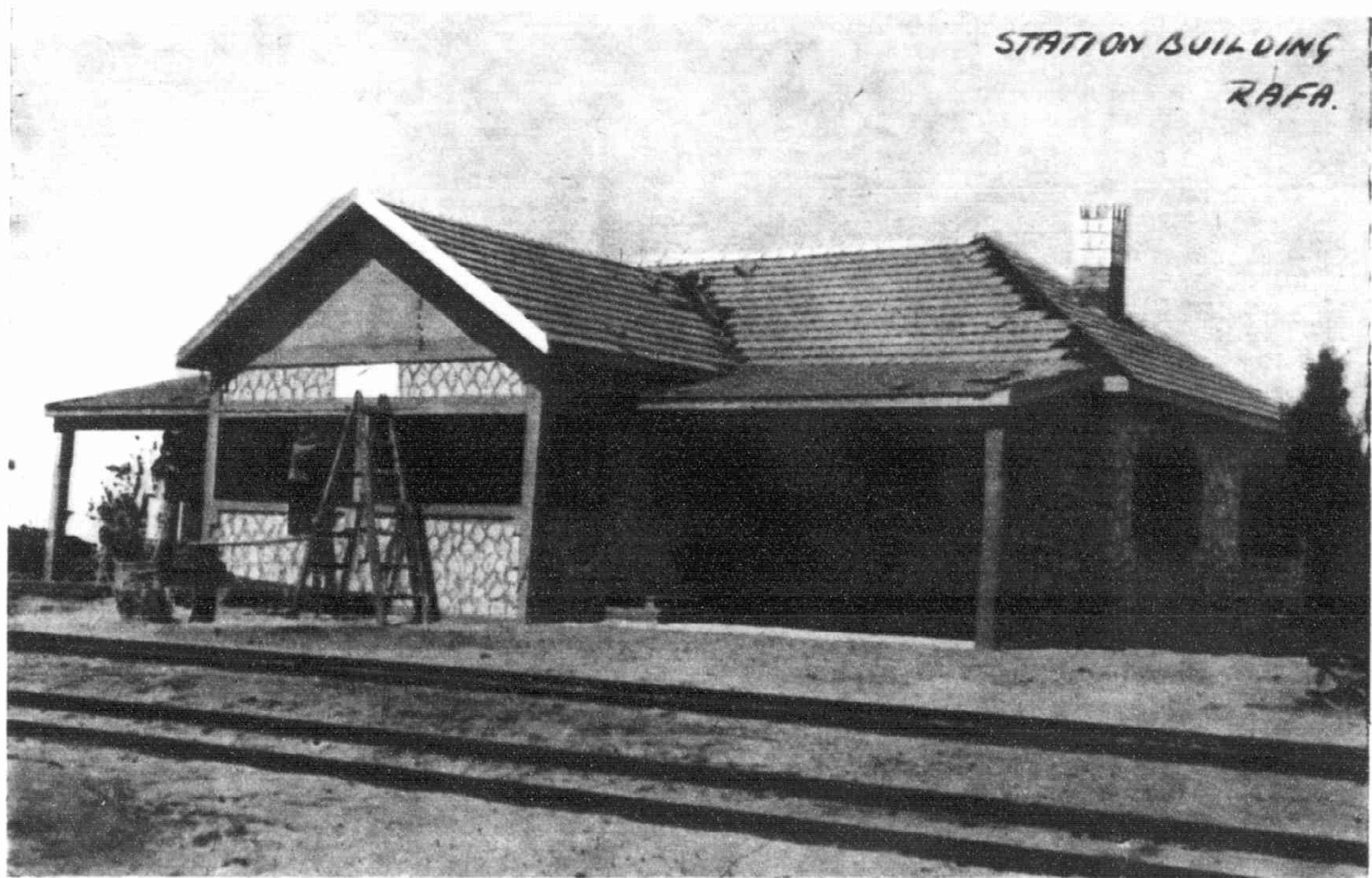
HAIFA—LOADING ORANGES FROM WAGONS TO SHIP.



LYDDA—NEW STAFF QUARTERS.



EXCEPTIONAL LOADS, EACH DRUM WEIGHING APPROXIMATELY 14 TONS.



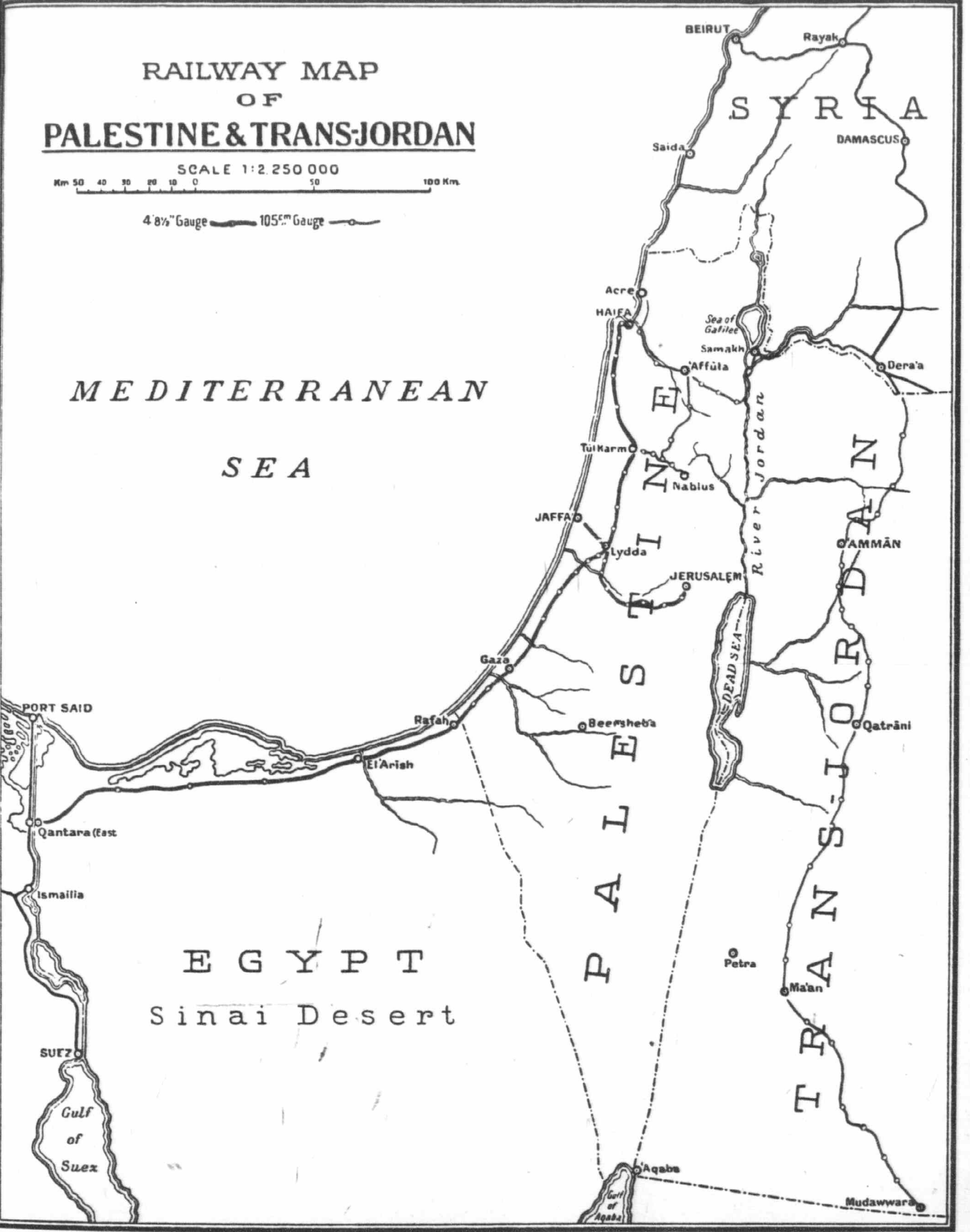
RAFA (SINAI DESERT)--NEW STATION BUILDING

RAILWAY MAP
OF
PALESTINE & TRANS-JORDAN

SCALE 1:2 250 000
Km 50 40 30 20 10 0 50 100 Km

4'8 1/2" Gauge ——— 10'5 1/2" Gauge ———

MEDITERRANEAN
SEA



EGYPT
Sinai Desert

P A L E S T I N E
T R A N S - J O R D A N